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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
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Hongkong Daily Press.

ESTABLISHED 1857

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Everyone should keep a
bottle of Bovril in the
house. It is so handy for
impromptu meals, invalid
cooking, and tasty dishes.
Made in a minute.

No. 16,027. 號七十二零千六萬一第 日九十月七年元統宣 HONGKONG, FRIDAY, SEPTEMBER 3RD, 1909. 五拜禮 號三月九年九零百九千一英港香 PRICE, \$3 PER MONTH.

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AT
'MOUTRIES'
FOR
THE PIANO
36 YEARS' EXPERIENCE.
SATISFACTION GUARANTEED.
**S. MOUTRIE &
CO., LIMITED.**
[a40-1]

KOWLOON HOTEL
THE ONLY FIRST CLASS
ESTABLISHMENT ACROSS
THE WATER.
SINGLE and DOUBLE ROOMS To Let
with or without Board.
O. E. OWEN,
Proprietor.
[a692]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a827]

PEAK TRAMWAYS COMPANY
LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 15 minutes.
SUNDAYS.
Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
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NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
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SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [a549]

DR. M. H. CHAUN.
THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [a152]
SIEN TING
SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [a504]

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BRANDY	★★★★	- - -	Per Case.	\$23.50
"	★★★	- - -		21.00
"	★★	- - -		17.75
WHISKY, PALL MALL	- - -	- - -		21.00
" JOHN WALKER & SONS'	- - -	- - -		
OLD HIGHLAND	- - -	- - -		13.25
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BLEND	- - -	- - -		11.25
PORT WINE, INVALIDS	- - -	- - -		21.00
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SHERREY, LA TORRE	- - -	- - -		16.75
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THE ABOVE ARE EXCLUSIVELY SHIPPED TO

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HONGKONG AGENTS.
[a51]



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A PURE
DISTILLED TABLE WATER
IN
QUARTS, PINTS AND SPLITS.

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15, Queen's Road Central.
Hongkong, 1st September, 1909. [a35]

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(Co-efficient 18/20)
The most POWERFUL DISINFECTANT in the WORLD. Guaranteed 18/20 TIMES
more effective than pure Carbolic Acid under GOVERNMENT STANDARD TEST.
TYPHOID GERMS. Certificate of strength given to each buyer. NON-POISONOUS
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ONE GALLON will make 400 GALLONS of Efficient Disinfectant.

PERFECT EMULSION IN WATER.
PRICE \$ 3.90 PER 1 GALLON DRUM.
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" \$ 2.60 " 1 GALLON IN BULK.

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FOR PEARSON'S ANTISEPTIC CO., LD.
[a1133]

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(TELEPHONE 97).

(FORTNIGHTLY CONSIGNMENTS OF)

**"GOLF BRAND"
YORK HAMS.**

THESE HAMS ARE SPECIALLY SELECTED AND CURED
FOR LANE, CRAWFORD & CO., WHO GUARANTEE
THEIR EXCELLENCE AND FLAVOUR.

LANE, CRAWFORD & CO.

Hongkong, 11th August 1909. [a33]

TRADE MARK The GOLD MEDAL for Quality in the
Franco-British Exhibition has been awarded to
"WHITE HORSE" WHISKY.
MACKIE & CO. DISTILLERS LTD.
LAGAVULIN DISTILLERY, ISLAY. Estab. 1742.
MADE OBTAINABLE AT ALL STORES
OR FROM THE
SOLE AGENTS:
LANE, CRAWFORD & CO. \$15 PER DOZ.
NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky
will be refused a price. [a34]

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STEAM NAVIGATION CO.**

S.S. "MACEDONIA."
(10,500 TONS.)
CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19TH, 1910,
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

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LONDON - - - - - APRIL 23RD.

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1ST SALOON £71.10 SINGLE; £106 14 RETURN.
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SUPERINTENDENT. [1075]

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EASTMAN'S KODAK FILMS.
FOLDING CAMERAS FITTED WITH
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AT MODERATE PRICES.
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If you start at the beginning.
Learn the native way—the Chinese way—the
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Books explaining the various meanings com-
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1st READER \$2.50
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NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1908
£19,121,310.
I. Authorized Capital ... 26,000,000
Subscribed Capital ... 3,275,000
Paid-up Capital ... 1,212,500 0 0
II. Fire Funds ... 3,204,753 7 10
The Underwritten AGENTS for the above
Company are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 14th August, 1909. [908]

NOTICE.
HAVING been appointed AGENTS in
Hongkong for the WESTERN ASSURANCE
COMPANY, we are prepared to accept approved
European and Chinese Risks at Current Rates.
JOHN D. HUMPHREYS & SON,
Hongkong, 18th August, 1909. [1083]

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MEECHAN NAVY
NAVY BOILED
LONG FLAX
BELLIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.
1674]

NEW SHIPMENT JUST ARRIVED
OF
DOHERTY TENNIS RACKET;
ALSO
**SLAZENGER'S CHAMPION-
SHIP, 1909, TENNIS BALLS.**
PACKED IN AIR TIGHT TINS.

We make a Speciality of Fountain Pens,
carrying a representative Stock of
the following—
Oneto Self-Filling Fountain Pen.
Conklin Self-Filling Fountain Pen.
Waterman Ideal Fountain Pen.
Moore's Non-Leakable Fountain Pen. [a32]

THE
DAIRY FARM CO., LTD.
BUTTER.
We regret that, owing to a sharp rise in
the price of Butter in Australia and
to the low rate of exchange ruling here, we are
compelled to raise the selling price of our
"DAIRY" brand Butter to 80 cents per lb.
from 1st September next, when the following
prices will rule—
"HONEYBUCKLE" brand... \$1.00 per lb.
"DAIRY" brand ... 80 "
"DAIRYMAID" brand ... 70 "
"BUTTERCUP" brand ... 65 "
[a563]

GRACA & CO.
(Established 1896.)
No. 27 DES VOEUX ROAD.
Dealers in
POSTAGE STAMPS
AND
VIEW POST CARDS.
Just Received a Selection of
BEST ILLUSTRATED
POSTAGE STAMP ALBUMS
of Latest Edition, from \$1.75 to \$15 Each.
Inspection Invited. [910]

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HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons.
String Band Plays during Tea and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephone on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.
[a42]

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each Room.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a598]

"KINGSOLERE,"
PRIVATE HOTEL.
APPROACH FROM KENNEDY ROAD AND
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Telephone No. 134.
Telegraphic Address: "KINGSOLERE."
A.B.C. Code, 5th Ed.
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
[a45] Proprietress, Mrs. G. SACHSE.

"BRAESIDE,"
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STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
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Apply to—Mrs. F. W. WATTS.
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

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No. 2, QUEEN'S ROAD CENTRAL.
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A thoroughly First-Class and Up-to-Date Hotel
Large and Airy Rooms, affording every comfort
to Residents and Tourists.
Table D'Hôte at Separate Tables.
MODERATE RATES.
Telegraphic address: "Comfort," Hongkong.
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M. USCHMANN,
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Hongkong, 5th October, 1908. [a43]

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA).
MACAO.

THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous for
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
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Macao is 40 miles south-west of Hongkong.
Two steamers (s.s. *Sui An* and *Sui Tai*) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address—"BOAVISTA."
For Terms, apply to
THE MANAGER.
[a196]

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SHAMKIN—CANTON.
MANAGER—MR. H. HAYNES.
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SITUATED ON THE BRITISH CONCESSION.

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SITUATED IN THE CENTRE OF PRATA GRANDU
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAISES PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER,
Proprietor.
[a1623]

THE
GRAND HOTEL
DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.
COMFORTABLE & AIRY BEDROOMS
Situated in close proximity to the Harbour
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Best Wines and Liquors Supplied.
Special arrangements for a long stay.
F. DOMBALLE, Proprietor.
M. MAILLE [a46]

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BY APPOINTMENT TO
HIS EXCELLENCY THE GOVERNOR.WATSON'S
HOUSEHOLD
AMMONIAFOR THE BATH, TOILET AND
HOUSEHOLD.Promotes a healthy action of the skin, counter-
acts all effects of perspiration, and is as
refreshing and invigorating to the system
as a Turkish Bath.WATSON'S
CARBOLIC SOAPSHIGHLY RECOMMENDED BY THE
MEDICAL PROFESSIONIn three strengths, containing 5%, 10% and 20%
of pure carbolic acid.WATSON'S
SOAP for
PRICKLY HEATContaining:
ARNICA, CAMPHOR,
AND
CARBOLIC ACID

A. S. WATSON & CO.

LIMITED,
THE HONGKONG DISPENSARY
AND KOWLOON DISPENSARY.

Hongkong, 19th July, 1909.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news
column should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
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LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 3RD, 1909.

The telegrams published about three weeks ago with reference to the reception given in London to the frozen pigs which the P. & O. steamer *Palermo* carried home from Hankow, have left the general public in some doubt about the prospects of the new industry. A strong prejudice appeared to have been worked up against Chinese pork on political as well as hygienic grounds. As the Commissioner of Customs at Hankow remarks in his annual report, which has just been issued, "the idea of Chinese pigs being shipped for consumption in England causes Europeans to shudder, as it brings to their minds the scrawny scavenger of the streets disputing with the dogs for the choicer morsels, probably one of the most loathsome of animals." Certainly that represents the idea of the China pig entertained by most Europeans acquainted with China. But Mr. Snowden supplies the reassuring information, which will be of great value to the importers and retailers, that the pig which is being frozen is the black, black and white, occasionally even white, variety from Hunan, which, he tells us, is more like the chubby pig of the story books, and is probably the pig which was taken to England and America to improve home stocks. They are kept in farms, "by the rich in their own houses" (the quotation marks are Mr. Snowden's own), and are well fed on the creepers of

red potato, rice chaff, dregs of grain, and oaves of wild shrubs, all chopped up and boiled together. They are, therefore, a species with which the European of the coast ports seldom, if ever, becomes acquainted, and it is no "malicious rumour" that the Englishman in the East by no means considers the Chinese pig the succulent morsel LAMB'S immortal Chinese found it to be. It is a sober statement of fact that the English resident in the East generally shuns pork unless he has the assurance that the porker has been reared by the Hongkong Dairy Farm, that is to say, strictly in western habits. The curious remark is made in Mr. Snowden's report that in the Hankow market Hunan pigs are regarded as inferior to the Hupeh breed, being said to have "an unpleasant smell, which makes it easily distinguished, when cooked." It must not, however, be assumed that the European sense of smell would corroborate this description of the odour, for in the sense of smell the Oriental differs from an Occidental as widely as he does in the matter of taste. The experiment which is being made in the export of frozen food from China appears to have entailed a heavy investment, but as the Company has had the matter under consideration for many years, we may assume that they felt reasonably sure of ultimate success before putting up at Hankow a big plant at a cost of some £30,000. Besides pork, the Company froze some 200 tons of eggs broken into tins, so that they may thus be carried free from chemicals to their refrigerating chamber in England; they have frozen also thousands of chickens and ducks, pheasant, snipe and wildfowl, from geese to teal, and some hog-deer. What is absolutely necessary to ensure the success of the experiment is a ready sale for the food as soon as it arrives. While New Zealand lamb is sold in the English markets in a frozen condition, because the authorities are satisfied with the medical inspection at the port of shipment, in the case of this first shipment of Chinese pigs, the carcasses had to be thawed for forty-eight hours before the meat could be put on the market, in order that a thorough inspection of it might be made by the responsible public authority. As the inspection of this first consignment proved entirely satisfactory, it is not unreasonable to expect that under proper guarantees from the Union Cold Storage Company for a thorough inspection at Hankow, the Government will presently agree to admit the company's consignments of frozen meat from China into the country practically on the same conditions that frozen meat is admitted from New Zealand and Australia, and so give the enterprise a better chance of success than it now commands. Evidently, if the prejudice with which it has been aailed can be successfully overcome, a very large business is likely to develop.

Mr. Shelton Hooper leaves to-day by the *Tenyo-Maru* on a short trip.

The Dutch Squadron left Hongkong last night shortly after 5 p.m. for Amoy.

Bandmann's Merry Little Maids open their season at the Theatre Royal this evening with the "Hook of Holland."

Mrs. Scott, wife of the late Mr. Clement Scott, the dramatic critic, is leaving England with a theatrical company for the Far East this month.

For stealing two shutters, the property of Messrs. Falconer & Co., Mr. F. A. Hazeland at the Magistracy yesterday sentenced a native to three weeks' imprisonment with hard labour.

A highway robbery was reported to the police at Wanchai as having occurred on a small foot-path at the top of the Deep Water Bay Road yesterday morning. Two fishermen called at the station and stated that three men surprised them as they were coming into town, threw paper in their eyes, beat them with sticks, relieved them of \$12.40 and departed. The police are making inquiries.

"I told him to wait until pay-day, and he wouldn't," a defendant told Mr. J. R. Wood at the Magistracy yesterday when charged with assaulting a rent collector. The defendant, it appears, owed five months' rent, and when the collector called as he was having his mid-day meal, and demanded an immediate settlement, the tenant threw a basin of rice at his head. His Worship imposed a fine of \$25, the alternative being one month's imprisonment.

A small boy employed in the Shun Tak Fung firm of 27, Des Vout Road Central, was charged before Mr. J. R. Wood at the Magistracy yesterday with obtaining goods to the value of \$27 by false pretences. The defendant was visiting another shop and ordering goods on behalf of the firm by which he was employed, which goods he appropriated to his own use. After hearing the evidence his Worship ordered the youthful offender to receive twelve strokes of the birch, and to be handed over to the Registrar-General.

Detective Murphy made a smart find yesterday morning when he boarded the Kowloon river steamer *Tak Hing* in search of arms. Among the packages which he investigated was the trunk of a Chinese recently returned from America. This box, he discovered, contained a false bottom, and beneath this, carefully placed in grooves, he found a rifle, two bullet moulds and 400 rounds of ammunition. The defendant appeared before Mr. J. R. Wood at the Magistracy later, and informed his Worship that he was ignorant of the law. As he took such pains to evade it, however, his Worship imposed a fine of \$200.

Mr. J. Bromhead Matthews (late of Prosegero and Matthews, Penang, and now Attorney-General, Bahamas) has been appointed by the Secretary of State for the Colonies to be Attorney-General of the Straits Settlements, in succession to Mr. W. J. Napier. Mr. Matthews will arrive in Singapore to take over the duties in October, and he is sure of a very cordial welcome from the legal profession, to many of whom he is well-known. Mr. Matthews was called to the Bar in 1890, and was acting Solicitor-General of the Straits Settlements from October, 1902, to May, 1903. For three years, from 1901 to 1904, he was a member of the Legislative Council. In 1907 he was appointed Attorney-General in the Bahamas.

The story of a long-standing dispute was told to Mr. F. A. Hazeland at the Magistracy yesterday when five Chinese from Shek O were prosecuted for fighting and creating a disturbance. The defendants, a widow and her daughter, and another widow and son and daughter, own plots of land adjoining each other, and although these plots were marked out as far back as two years ago, the defendants continue to encroach on each other's property, and to gather ash other's crops. On the occasion of each dispute the police are called to settle matters, but they have been troubled so much of late by the parties that Inspector Collett decided to put an end to the bickering, and with this object in view placed all the landholders before the Magistracy. His Worship yesterday bound each defendant over in the sum of \$100 to keep the peace for six months.

No little interest has been aroused among bowlers by the open championship for the Colony which is just about to be launched. A very good entry has been received for a first trial, about 80 names having been received by the Secretary, Mr. E. Dawson, and as the entries close to-morrow those who intend entering and have not done so should lose no time in communicating with the Secretary. The draws will take place on Monday. It should be noted that the matches will be played on neutral grounds.

C.Y.C. WATER CARNIVAL.

On the 11th instant the Corinthian Yacht Club members propose to hold a water carnival at their Club House, and to this they extend a cordial invitation to the ladies of the Colony. Adequate arrangements are being made for the accommodation of the large attendance which is anticipated on account of the number of events which are open to all comers. Only two events are confined to members of the Club, the ladies' nomination race and the two lengths handicap. The open events are a two lengths handicap, 100 yards championship, life-saving competition, high dive and water polo match.

HONGKONG CRICKET LEAGUE.

The sixth annual report of the Cricket League states:—

Nine clubs participated in the shield competition, viz. Hongkong 'B', Civil Service, Telegraphs, Hongkong 'A', Craigengower, Royal Garrison Artillery, Royal Engineers, Police, and Kowloon. The shield was won by Hongkong 'B' after a keen struggle with Civil Service, the runners up. The competing clubs were not so equally matched as in the previous season when four clubs went neck and neck for the Championship. Some clubs found the league programme too arduous and failed to complete their fixtures. The premier club, having a heavy interport programme before it, will not enter 'A' and 'B' teams for the coming season, but will probably enter a capable second eleven. It is probable the 'Telegraphs' will be unable to raise an eleven and will be merged in the Hongkong Club. It is anticipated that the Buffs will join the competition. It has been suggested that a League XI play a series of three test matches against the Hongkong C.C. It has also been suggested that a second division of the league be formed. The method of placing clubs in the league table is the same as that adopted by the Counties at home, viz. by percentages, and I would earnestly recommend that the method of arranging fixtures be likewise the same, that is that the management of each club pleases itself what and how many fixtures it arranges so long as it arranges and plays at least half the maximum. If some such scheme as this is not adopted several clubs and many individual players will decline to take part in what they deem a tedious undertaking. The shield and gold medals were given into the keeping of Mr. F. Maitland, the H.K.C.C. President, by Mr. W. D. Braidwood, the Vice-President of the League, at the conclusion of the match with the Ladies Recreation Club. Mr. A. E. Asger, the indefatigable Hon. Sec. of the League, left Hongkong for England in April and is expected to return in about two months. The accounts show a credit balance of \$41.90. The report bears the signature of Mr. Alan O. Brown, as acting Hon. Secretary and Treasurer.

TELEGRAMS.

[Protected by the Telegraphic Message
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[REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS"]

NORTH POLE REACHED.

NEWS ACCEPTED WITH RESERVE.

LONDON, September 2nd.

Reuter's correspondent at Copenhagen states that information, seemingly official (sic), has been received that Dr. Cook, an American explorer who started in February, 1908, from Etah, reached the North Pole on the 21st April, and is now returning aboard a Greenland Government steamer.

LATER.

A telegram from Dr. Cook to the Brussels Observatory adds that he discovered land far North.

Comments in the newspapers and interviews with Arctic explorers are tinged with a certain reserve pending receipt of detailed information. Attention is drawn to the difficulty of Dr. Cook furnishing confirmation of the statement, seeing that he is unaccompanied by any civilised companion.

HONGKONG'S OPIUM FARM.

LONDON, September 2nd.

Colonel Seely, Under Secretary of State for the Colonies, replying to a question addressed to him in the House of Commons by Mr. Laidlaw, M.P., said that the Government would take no steps to prevent new contracts being entered into in Hongkong for the Opium Farm. The farm system was the best suited to the circumstances in Hongkong, and its existence in no wise hampered the Government's efforts to assist China.

CORRESPONDENCE.

THE LACK OF EDUCATIONAL
FACILITIES AT THE PEAK.[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

SIR—I quite endorse the opinion expressed in the letter from "The Children's Friend," which appeared in the *Daily Press* a few days ago, bringing as it does before the public the lack of educational facilities at the Peak; also those given in your leader on the same subject, a few days after.

As a matter of fact, I do not think there is much doubt in the minds of most of us, and especially of those parents with young children, that a school of some sort—kindergarten for choice—is greatly needed by the residents at the Peak, and I for one thoroughly appreciate the efforts of a few in taking the initiative and wishing others to give their views with the ultimate object of inducing the Government to consider the question of a suitable school.

Although there apparently have not been a great many supporters in the shape of letters to the paper which I put down to British dislike of rushing into print and not to a lack of interest in the subject—yet I firmly believe that if the opinion of the Peak residents could be taken by some such method as a circular letter, for instance, there would be a large majority in favour of the proposed institution; and possibly some of our neighbours other than British might take advantage of the opportunity thus afforded by sending their children to it as well.

There are at present amongst us a few families that possess European governesses, and the fortunate children in these cases are no doubt well taught; but, at the same time, the tuition can probably scarcely be compared with that which would be given by a scientifically trained Kindergarten Mistress from home. I am, dear sir, yours faithfully,

COMMON SENSE.

2nd September, 1909.

AFRICA'S ATTRACTIONS.

A REAL WHITE MAN'S LAND UNDER THE
EQUATOR.

Mr. Theodore Roosevelt, ex-President of the United States, was entertained at a banquet at Nairobi (in the British East Africa Protectorate), on returning from his hunting and scientific expedition in Central Africa. In the course of a speech Mr. Roosevelt said few persons realised that under the Equator there was a real white man's land. During his journey he had seen large tracts of country suitable for settlers, although the coastal regions and the far interior were suitable only for blacks under white supervision. The blacks must be treated without brutality and without sentiment, the latter, probably, being the more harmful.

It is an extraordinary fact, says the *Pinnang Gazette*, that while hundreds of people at home, and scores in Singapore and Kuala Lumpur, have made huge profits out of the recent rubber boom, hardly anybody in Penang seems to have derived any direct pecuniary benefit at all therefrom.

SUPREME COURT.

Thursday, September 2nd.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE
(SIR F. PIGGOTT).

CRIMINAL CONVERSATION—VERDICT.

The hearing of the action in which Captain T. A. Mitchell, of the Indo-China Steam Navigation Co., proceeded against John Lemm to recover \$15,000, general moral damages, and \$17,187.23 special damages for money paid and payable in connection with divorce proceedings in Edinburgh was concluded.

Sir Henry Berkeley, K.C., instructed by Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) appeared for the plaintiff, while the defendant was represented by Mr. M. W. Slade, who was instructed by Mr. P. M. Hodgson (of Messrs. Ewins and Hartson).

The jurors were:—Messrs. E. J. Hughes (foreman), J. W. Bolles, E. Shollin, M. S. Northcote, G. C. Moron and E. H. Hinds.

His Lordship asked defendant—When, if ever, during the period of which we were talking, did you live on the Hongkong side?—I have never lived on the Hongkong side since February, 1899.

Sir Henry Berkeley—I understand you to say that you had paid Mrs. Mitchell's servants at Erance Villa \$2 a month?—I gave all the servants.

These servants of Mrs. Mitchell's in 1905?—I paid every servant up to the time I went away.

In 1905?—She must have had half a dozen servants.

Each of them you gave \$2 a month?—I gave the head boy \$2 a month.

The man whom you did not recognise said in his evidence that you paid him \$2 a month. Have you any reason to believe that he was one of the servants?—I don't recognise him.

Re-examined—My friend asked you as to whether or not there were rumours and stories being told generally in the Colony with regard to Mrs. Mitchell in and about 1905, and asked you whether in the circumstances you were not indiscreet in being so often in her company?—Yes.

And her friends had deserted her?—Yes. When did these rumours start?—After the divorce proceedings were initiated.

When did her friends begin to desert her?—I should say while she was still in Ross Terrace. I think it was sometime in 1904 when her friends began to desert her.

Before or after the divorce proceedings?—After the publication of the divorce proceedings in the papers. Then they began to snub her and stop calling, more especially after the charge against Ledbury for perjury.

You say your second wife was addicted to drink?—Yes. She went to hospital in January, 1904, and remained there for a month, leaving on March 4th for Australia.

The jury wished to know if defendant could produce rent receipts for the time he lived in Grassville Road.

Defendant said he could not do that, as Mr. Watkins had leased the house, but he could produce missing accounts for that period.

The jury expressed a desire to have Mr. Watkins called.

Mr. Slade said he had been approached by both sides and was extremely unwilling to come forward.

Defendant said it would affect Mr. Watkins' business to be mixed up in such a case.

A juror—Did the risha incident occur in June or July?

Sir Henry Berkeley—In June. Mr. Slade—No, that is disputed.

The Chief Justice said Mr. Watkins should be called.

A clerk from the Harbour Office produced a ledger showing the entry and departure of vessels, but after certain questions had been asked it was discovered that the book was for 1901 instead of 1900.

Mr. Slade said they had tried to put all the evidence they could before the jury. Mr. Watkins could not be found, but the time spent in clearing up the question when the *Faussey* arrived had been well spent, because it enabled them to arrive with practical certainty at the Sunday on which Captain Mitchell had arrived and on which the risha incident took place.

Captain Mitchell's memory was singularly unfortunate, as on that day he did not return from Java, and indeed never made a trip to Java that year. It has been suggested that when Mr. Lemm visited the house that night he contemplated a clandestine visit—that he would not have gone there had he known Captain Mitchell was at home. Captain Mitchell was supposed to have returned two days earlier than expected from a trip to Java, but it was shown from the records he was not making long trips to Java. He could not very well be two days early on a trip from Hongkong. Proceeding, counsel said Captain Mitchell's memory had failed him. He was labouring under what he conceived to be a wrong. He believed the little-tattle which had gone round the Colony, and he believed that Lemm and his wife were guilty of misconduct. The fact that he believed that should not weigh with the jury. It was perfectly obvious that Captain Mitchell was mad with jealousy of Lemm. The little-tattle of the old cats of the neighbourhood was no doubt drummed into his ears. His memory had been stimulated and his imagination had caused him to believe what he imagined to be the truth. Dealing with Major's evidence, he said that his memory had been fortified by his imagination. It was extremely unlikely, had he known in 1900 the events which he related later, that he would have concealed them from the wife of his bosom, and it was extremely unlikely that the wife of his bosom would have concealed them from her dearest friend, more especially if the dearest friend had been bound to the utmost secrecy. A choice bit of scandal against Mr. So and So's dearest friend! Why, that was too good to be kept to herself, and round it would go, gathering strength at every repetition. Think what a lovely story it would make—Mr. Lemm daily passing the house whistling amorous tunes to the lady indoors and she replying. It would have made a lovely story! Who could have refrained from telling the story? Then they would have told how Mr. Lemm crept round there late at night and was never seen coming out again, although watch was kept until early hours. Couple the two together and they had a fine bit of scandal. People in this Colony were not open-minded and uncensorious enough to continue the acquaintance of a lady whom they believed to have been guilty of such flagrant acts of foolishness and indiscretion. The evidence of both Captain Mitchell and Captain Major was discredited. Counsel said he would ask his Lordship to put specific questions to the jury as to the allegations against these two people—questions as to each group of dates. The suggestion that Lemm had committed adultery with Mrs. Mitchell in the presence of her daughter was disgusting, and he argued that the jury could not find on the evidence that Lemm and Mrs. Mitchell were guilty of misconduct. If the jury convicted in such a case, then there was no safety for anybody. On the question of damages—if they came to consider it—they should not inflict punishment upon Lemm, but should seek to compensate Captain Mitchell for the loss he had sustained owing to the acts of Lemm. Neither should they pay any regard to the divorce proceedings. All they knew was that a divorce had been granted, but whether on account of Lemm or others they were not aware.

Sir Henry Berkeley, addressing the jury, said it was for them to consider not merely the acts of the parties but their entire conduct. Referring to the missing arrangements, he admitted that if a woman were pressed for money it might be allowable for her to take in boarders, or even a single man into a room, but no married woman acting innocently would take a man into her house to sleep there and conceal the fact from her husband. That was the crux of the question. Any husband in Kowloon or Hongkong, who if he had known what Lemm admitted he did, that he frequently visited this lady, would have stopped it. Sir Henry contended that what Lemm admitted he did would have been stopped had it not been that her legal protector was at sea, and he submitted that the jury would come to the conclusion that advantage was taken of the absence of her husband to reduce the affection of the woman until he obtained such a control over her that she would do almost anything he asked her. It had been ungenerally suggested that the woman did not wear well, that she was not as good looking as she once was, but there must have been an attraction, otherwise Lemm would not have visited her as he did. When two virile persons throw themselves together there was danger in propinquity. Given attraction, given propinquity, given opportunity, there was the danger.

The Chief Justice, in summing up, said it had been stated that the case had been discussed in the clubs and throughout the Colony. If that were so it was the duty of the jury to put an end to the rumours and find the fact one way or another. That was the privilege of jurymen—to do so far as gossip was concerned what had been admitted to be a scandal for a long time. He had hoped that they had not formed an opinion, and he hoped that what he said would not lead them to form an opinion. He had to dwell on certain points and to assist them as a brother jurymen. Proceeding, he explained the necessity for that question, which had been debated in the Scotch courts, having to be debated again. As Captain Mitchell was a domiciled Scotsman the only place in which he could go for divorce was Scotland, and the procedure was so difficult that Mr. Lemm could not have been made co-respondent to these proceedings. The question before the Scotch Court was whether Mrs. Mitchell had committed adultery with Mr. Lemm and three others, and none of these people were subject to the jurisdiction of that court. Mr. Lemm was entitled to a fair trial at their hands, and only on the facts presented must they draw their conclusions. There was an advantage in their having to try the case, inasmuch as it might be—did not wish to be disrespectful to those people in Scotland who came to a conclusion on this question—that that Scotch jury took rather a severe view of people going to Macao on Sunday. A Hongkong jury would better appreciate the value of the facts put before them. His Lordship directed the jury to leave the question of special damages, because he was rather puzzled on the law at present, but if plaintiff was entitled to them by law he would get them. As to general damages they must give him fair compensation for the loss of the comfort and solace of a wife. They must dismiss from their minds the idea of giving him any damages which would set him up for life or which would include costs to which he had been put by the Scotch proceedings. If he were entitled to those damages he would get them.

The jury retired at four o'clock to answer the five questions, based on the five heads in the particulars, set by his Lordship.

After an absence of half an hour the jury returned. They unanimously found the defendant guilty of the charges specified at 4 and 5, Grassville Avenue, at 4, Grassville Avenue, at 6, Ross Terrace, at the Boy's Hotel on both occasions, and at Erance Bungalow. They assessed damages against defendant at \$7,500.

Mr. Slade asked for a stay of execution in order to consider the question of the preliminary point on which his Lordship had given judgment.

His Lordship asked how long a stay was wanted.

Mr. Blade replied three months, as they wished to consult opinion at home.

His Lordship—There is the point of special damages, which I shall take in chambers.

Mr. Blade said the jury had found against defendant on a point on which no evidence had been offered.

Sir Henry Berkeley thought a fortnight was long enough to allow them. There was plenty of counsel in Hongkong who could advise them.

Mr. Blade replied that it was a very abstruse point.

Eventually his Lordship allowed a fortnight's stay of execution.

Mr. Rolles asked that the jury be exempt for several years.

His Lordship said he was afraid other parties would like their services.

MACAO.

[FROM OUR CORRESPONDENT.]

THE NEW GOVERNOR.

The successor of Senhor Rodas will be Senhor Eduardo Marques, who is now Governor of Timor. He is expected here in the course of the next fortnight. Senhor Rodas will leave for Angola shortly after his successor arrives.

MORE TAXATION.

The commission appointed three years ago to take the measurements of the land occupied by each house in the city have presented the first instalment of their report, which suggests that twice the amount of the present revenue ought to be obtained from the taxation of this property. The Fazenda has jumped at the idea and has lost no time in imposing increased taxation, giving the owners a month in which to appeal if they dispute the assessment. The owners know that they stand little chance of success against the Fazenda. A petition will be presented probably to the new Governor against the new taxation. It is strange that the Government does not clearly see how taxation has throttled business and brought the Colony to its present state of decadence. Most of the gambling monopolies on which the Government has relied in recent years for a large part of its revenue have ceased to possess any value in the eyes of the people, who were formerly eager to lease them. Taxation has driven capital out of the Colony, and there is no hope for a revival of business here while the Government exacts the present taxation and is ever on the lookout for ways of increasing it.

NO MORE FOR WAGES.

Of the employees of the Leal Senado only the street coolies have received their wages; the others are still withholding for them. When are they all likely to be paid? And, where is the money coming from? Some months ago I referred to the necessity for reducing the numbers in the pay of the Leal Senado. It does not seem that anything material has been done in that direction.

GUNS FOR THE NEW RIVER GUNBOAT.

Telegraphic instructions have been received by the Government from Lisbon to remit £1,900, the cost of the guns that are being sent out for the new river gunboat *Macao*.

THE HARBOUR WORKS.

I have previously said that I have very little faith in the progress of the undertaking for the improvement of the harbour. A fortnight ago authority was telegraphed from here authorising the purchase of a dredger at Kinohou, but nothing has been heard of the matter since. What does it mean? What has become of the 89 contos assigned to defray the cost of dredging operations?

A NEW FORT.

A fort is to be constructed on the hill east of the Taipa fort. The guns from the dismantled *Rio Lima* will be placed there.

SOLOMONS TEMPLE TO BE REBUILT.

MASSONS' TRIBUTE TO THEIR SUPPOSED FOUNDER.

Solomon's Temple is to be rebuilt in Jerusalem by the Masons of the world. The Masons of Boston, U.S.A., have started the plan by applying for the incorporation of a company to take the matter in hand. It is an enormous undertaking, and one that will cost a vast amount of money, says the *Journal World*, but with the Masonic order behind it it is thought that it will be accomplished.

Masons hold that their order was founded by King Solomon, and, according to Masonic traditions, he was the first Grand Master of the craft. The site of the temple is now occupied by a Mahometan mosque, called the Dome of the Rock, because it covers an enormous rock which the Mahometans believe to be the centre of the earth.

That this was the original site of the Temple is generally accepted; the belief being based on trustworthy traditions. It was here that the second temple was built under the direction of Ezra and Nehemiah, when the Jews returned from Babylonian exile in the reign of Cyrus the Great.

There appears to be no doubt that this temple, afterwards called the Herodian Temple, because of certain extensions made by King Herod, was built on the site of Solomon's Temple, as only seventy years had elapsed since the destruction of the first temple.

Some other site in Jerusalem will have to be secured from the Turkish Government before the work of building is begun, but that should be a comparatively simple matter. While, according to the Bible, three years were spent in preparing the materials for the building of the original temple and seven years more in the actual construction, no such length of time should be required in the twentieth century, with all our mechanical aids for constructing great edifices.

To reconstruct the Temple of Solomon, according to the Biblical description, and in the light of modern discoveries of other ancient temples, will indeed be a stupendous task.

Freemasonry has been traced back by legend and fable to the time of Noah.

Hiram, King of Tyre, who helped to build Solomon's Temple 3,000 years ago, is said to have been a Freemason, and to have initiated King Solomon into the secrets of the craft.

HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."]

August 5th, 1909.

COUNT ZEPPELIN'S DOINGS.

While other aeronauts have been preparing to cross the Channel, Count Zeppelin has made another ascent in his new airship Z. 2. Starting from Konstanz, on the Bodensee, on Saturday he arrived in Frankfurt-on-the-Main on Sunday, landing on the open space of the "Ida," the aviatory exhibition that is now being held there. All along the route crowds had collected, vociferously cheering the huge bird as it steered northward; in Frankfurt itself the concourse of people was so great that thousands of them perambulated the streets all night, not being able to find a bed. On Monday the Count resumed his flight towards Cologne, passing down the valley of the Rhine, but unfortunately he got no further than Remagen, between Coblenz and Bonn, having encountered a violent hailstorm, against which he could make no headway, and therefore preferred to turn back. Great was the disappointment of the worthy citizens of Cologne when they heard the news; the roofs of the houses were covered with eager spectators, whilst in the streets and open spaces of the city dense crowds stood awaiting the arrival of the Count, ready to give him a most enthusiastic reception. A grand ovation had been prepared by the authorities, which had now to be postponed. Telegraph and telephone clerks knew no rest that day; enquiries as to the progress of the airship, the probable time of its arrival, being incessant, increasing as the day wore on without its coming into sight, until it became known that Count Zeppelin had been obliged to return through stress of weather, but would start again next day. It was Tuesday before he got fairly on the way again, but ill-luck once more attended him, for he had scarcely left Frankfurt when the shaft of the propeller broke and part of the latter fell out of the machine, without, fortunately, injuring anybody below. As a new propeller has to be ordered from Konstanz it will be a few days before the journey can be resumed.

A NEW RAILWAY.

A new railway, the Tauernbahn, which completes the network of Alpine lines in Austria, was opened on the 7th ult. It branches off the main line near Salzburg, connecting that city, and consequently the South of Germany, the Rhine districts and the Netherlands, with the port of Trieste by a more direct and therefore shorter route than the old one. This has given rise to serious apprehensions in shipping circles in the city, for most of the goods traffic to and from the East has hitherto passed through Hamburg, owing to the heavy railway rates from the interior to the Mediterranean ports; even Austria has favoured Hamburg on account of the low river freights. The new line alters this and makes Trieste a more convenient port, not only for the Austrian empire, but for the South and West of Germany as well. It is therefore feared that it may in time become a formidable rival to this port, although the Tauernbahn has only a single line and the harbour accommodation in Trieste is at present wholly inadequate to cope with a sudden increase of traffic. The Chamber of Commerce has taken up the matter and addressed the State Railway Department in Berlin with a view to obtaining a countervailing reduction in the rates of carriage. It is stated that the authorities seem inclined to meet the wishes of the Chamber.

LABOUR TROUBLES.

No sooner has the threatened colliers' strike in England and Scotland been settled and the revolutionary outbreak in Catalonia been quelled than news of fresh labour troubles of a most serious nature are being received from Sweden, where a general strike has been declared; 250,000 hands are stated to have stopped working of which in Stockholm alone 30,000; comprising the men employed in the gas, the electric and the water-works, tram and cab-drivers and scavengers. The gas and electric works are being guarded by strong detachments of troops, and most of the banks have provided their staff with revolvers, and are closing their counting-houses. Many of the men are believed to disapprove of the movement, but have been forced to join in it.

STRIKE IN THE BUILDING TRADES.

The strike in the building trades in this town continues in spite of the conciliatory attitude of the masters. How little cause for complaint the men have is shown by the following figures taken from the wages bill of some of the leading building firms. It appears that bricklayers and house carpenters are in receipt of wages amounting to about £100 a year for, on an average, 2531 working hours, or, say, 8.20 a day; labourers and hod carriers making somewhat less, i.e., from £70 to £90. The average wage of tile workers is stated to be M. 9.35, or about 9/- a day, seventeen out of 193 employed by one firm having received M. 3,000 during the twelve months, some of them even up to M. 3,750, or £185. Plasterers and slaters are equally well paid, making on an average about £100 in the course of a year, and in many instances more; the earnings of locksmiths are somewhat higher, as are also those of potters and builders of stoves.

LATER.

Having written so far I see by the mid-day papers that Count Zeppelin left Frankfurt this morning about 4 o'clock, and, taking his course across the Tannus mountains, reached the Rhine, near Newid. Proceeding down the river a dense fog in the neighbourhood of Bonn compelled him to turn inland again, so that it was about eleven p.m. before he descended on the green prepared for the purpose in Cologne. He was received by the burgomaster and the military governor of the city, and presented with two huge rosettes on behalf of the town and the aeronautic society. Roofs and streets were again crowded with spectators, whose enthusiastic welcome on the Count's arrival knew no bounds.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, August 2nd.

CHINESE PORK.

The first consignment of frozen pork from China received an excellent advertisement in the home papers. Some of it was not intended, but it was effective for all that. One might have supposed an important visitor was arriving, from the paragraphs recording the daily progress of the Oriental porkers from the Channel to Smithfield market. As with most new things there has been a tendency to throw doubt on the quality of the meat. Guarded paragraphs appeared hinting that there was delay in passing the Medical Officer's inspection, the half-suggestion being that the origin, treatment and condition of the pork were not all that could be desired. The *Daily Express*, in its zeal for Tariff Reform, used the occasion by displaying the bold caption "Free Trade means Chinese pork." Somewhat similarly several papers have pointed out that the new refrigerated supplies mean opposition for the products of our own colonies. The rest of the Press touched on the new supply curiously, as one would walk round an *Esquimaux* if he arrived in the Strand by aeroplane, clad in the garments of his native region. So, altogether, it was not strange that when the meat came actually to Smithfield market the salesmen handling it did a brisk trade from the start, though they tell me they had to answer a number of questions and give guarantees as to its soundness. Some had heard the hogs were great rack-backed, garbage-eating swine that wandered at will through the foul spots of the East, picking up a regular bazaar of nastiness as they went. To these the soothing answer was given that the porkers were, in fact, carefully reared by the best farmers in the world, on rice and other foods splendid in flesh-forming qualities. Anyway, Sunday's dinner in many an English home was far from far-off China, and up to the time of writing the coroners have not been called in to deal with the results.

THE VISIT OF THE TSAR.

After the pork the visit of the Russian Tsar has been the chief topic. How he goes about at Cowes, how his children play just like other children, but under the loaded muskets of grim soldiers, and all the chit-chat of the visitor's entourage—these are the bit-hits that set suburban mammae crying, "Fancy that now," over their breakfast cups. The weather having taken a turn for the better—indeed there is a spell of real heat—the week at Cowes has been delightful, and that most exclusive of clubs—the Royal Yacht Squadron—has been gay with Society folks outdoing each other in their attempts at extravagance and smartness. Everybody thought the Tsar would keep out of sight, but he paid a visit to Comodoro, Duchess of Manchester, and the particular friends of the Duchess were there too. I am told by one of them that the Tsar is rather a shy, nervous man, who speaks perfect English rapidly in an undertone.

He seemed anxious to say the right thing to everybody and then relapsed into awkward silence. His children bully him, for he is indulgent to extremes, and he is also most anxious as to the welfare of his wife, who during the last few years has been much worn by the constant fears of disaster—national and personal. My informant concluded by saying, "He is so mild that if you did not know who he was you would certainly believe he was an Anarchist concealing bombs beneath the suaveness of exterior."

AFFAIRS IN SPAIN.

Much anxiety prevails among all the royal families connected with the English and Spanish houses as to the state of affairs in Spain. The Queen of Spain was much distressed at Cowes. She is an Isle of Wight woman, and people there know her characteristics. Excellent mother though she is, it is a constant fear that she will make the situation worse one day by some tactless utterance, for she does not know what it is to guard her tongue and her actions as one in her exalted position should. Moreover, German influence is always against her, and the impatience of etiquette that she always shows tends to make her unpopular with the stiff Spanish wives of the dull grandees.

THE MEDITERRANEAN COMMAND. If the Duke of Connaught found the Mediterranean Command too easy for him to continue in it, what must be said of appointing Lord Kitchener to it. I suppose K. of K., like most mortal men, can stand a rest sometimes, and will need a little recuperation after his arduous term in India, but surely a sinecure will speedily pall on one of such activity. The Government, I understand, think more of the importance of the post than the Duke of Connaught does. There are possibilities in Northern Africa all the time that demand a strong man near at hand to look after British interests, and they are delighted that K. of K., like Barak, "is willing." As the new Commander-in-Chief will be in China and Japan for some time yet, to be followed by a tour of Australia and Canada, General Sir F. Forester Walker will look after the Mediterranean for the present. As Lord Kitchener is to be a member of the Committee of Imperial Defence also, it is clear the Government means to use him to more purpose than appears at the first glance.

THE SUFFRAGETTES.

The suffragettes are queer people. There were some of them up the other day for being violent in jail. A wardress showed the mark of teeth on her arm and the evidence showed that an attendant had to be treated for kicks received from these members of the gentle sex. They denied biting, and said the wardress's arm must have "knocked" against the teeth of the struggling prisoner. The magistrate sent one

of them to prison for a month, taking a charitable view of the teethmarks. Now, what would have happened to a man who was so obstreperous in prison? It would be a very different story. Which shows that even in our chaotic age, with our man-made law, the females are not so badly used, after all. Now the rest of the prisoners have started a hunger strike. They refuse to take the food given to them. The authorities won't take the risk of endangering their health by keeping them long without food, so after a few days of it they are allowed to go free. It is ingenious, and I don't think in the case of the younger women it does them much harm to take a fast like that. But it gives the authorities lots of trouble. These suffragettes are like mosquitoes—they up and bite you again in a fresh place when you least expect them.

THE ROYAL FAMILY.

The Prince of Wales is to take another Imperial cruise in the Spring. South Africa is the objective, and most likely he will go on a cruiser. Soon it is planned to start young Prince Edward and Prince Alfred on a world tour—perhaps Prince Henry as well. That will be no sooner than 1911. It may be that Hongkong will come in for a call. The King, I hear, is in good health, but the feeling of age is nevertheless stronger than it was, and he does not take as much care of himself when Imperial business is in hand as his admirers would like. If he should become ill sometime I predict a remarkable demonstration of affection in this land. He is popular everywhere. All classes love him. Why, in Hyde Park the other day, I heard even Socialists cheering him with might and main.

THE CHINA-JAPANESE DISPUTES.

Most of the papers comment in regard to the Antung-Mukden Railway dispute that China has once more found Japan a "gay head neighbour to live with." But there is universal satisfaction at the settlement, even though it is China that has to do the climbing down all the time. One day there will be a crisis when she will not climb down—that is the opinion of a great many competent observers in Europe. Then Japan will have fewer sympathisers than she thinks. The *Westminster Gazette*, in commenting on this latest crisis, says "In whatever it does in regard to railway developments Japan will be well-advised to put herself right with all the Powers that have interests in Manchuria. In her own interest nothing could be more unfortunate than an increase of the tension between Japan and China. The best guides and most natural friends in the development of the vast resources of the latter should be the Japanese."

PERSONAL.

One of the old warriors who saw China service has passed away in Major-General Arthur Tulloch. He served in China on more than one occasion and retired in 1885. Lately he has been living in Jersey. There he died, aged seventy-seven.

A marriage is announced to take place in Hongkong in the Autumn between Mr. Walter John Daniel, solicitor, son of Mr. Daniel of Ramsgate and Buenos Ayres, and Miss Constance Nithsdale, daughter of Colonel Stuart Newall, C.B., of Wellington, New Zealand.

BRITISH CAPITAL FOR TURKEY.

The appointment of Sir Henry Babington Smith (late Secretary of the General Post Office) as President of the National Bank of Turkey, and the establishment of that bank with British capital, marks a diplomatic victory against Germany, thought in political circles to be of the greatest importance. The object of the bank is not competition with the banks already in Turkey, but to find means of employing British capital in developing the resources of Turkey. It is a sign that financial circles regard the new government in Turkey as firmly settled and the country ripe for steady development.

THE INDIAN STUDENTS.

Since the assassination of Sir Curzon Wyllie and Dr. Lalcega great attention has been given to the condition of the Indian students sent to this country to study. The India Office has recently started a special bureau to look after them, to see they have good accommodation, respectable companions and so forth, but many well-known people in touch with India are working now to make the social opportunities of the students more in keeping with an enjoyable life in England. Some people think these students are rich, but this is not the case usually. The average remittance from home is about £10 a month to cover everything, and the danger of late has been that they have been gathering together too much. This has been bad for them, and had for their Western training, for which they came to England. The new movement is expected to remove some of the shortcomings of the arrangements that have hitherto prevailed.

THE KING AND TSAR.

I hear that the unusual number of three drafts have been made of the discussions that took place between English and Russian statesmen at Cowes, as well as the conversations between the King and Tsar. One copy is in English, another in Russian and a third in French. No new subject was brought under discussion, but the programme of Anglo-Russian relations was discussed in all its bearings, with the result that a better and fuller understanding has been achieved than for very many years.

UNITED SOUTH AFRICA.

Who will be the first Governor-General of the United South Africa? The new office will be a most important one, and South African circles are much concerned about it. It is not unlikely that Sir John Dickson Poynder will get the post. He is not known in such public service, but he has been of use to the Government by coming over to the Liberals at the last election. He is not a great Parliamentary man, and he does not see eye to eye with the Chancellor of the Exchequer on the

land taxes, but the Government owe him thanks for services rendered at the election, and so they are, I hear, to reward his conversion and at the same time rid themselves of a critic sometimes by setting him off for the Cape. He has his qualities, too. He is broad-minded and has courage. Whatever origin such an appointment would produce would, I dare say, be worn down in time by the very British characteristics of Sir John. If he does get the job, it will prove once more that to get a good post the best thing to do is to oppose the Government.

THE YUNNAN RAILWAY.

BY A PARIS CORRESPONDENT OF "THE TIMES."

The construction of the railway in Yunnan, the prolongation of the Tong-King railway from Haifong to Lao-Kai is being pursued energetically. The formation of the line is almost completed as far as Yunnan, and only three metal bridges remain unfinished, each 164ft. in length. The railway is, in fact, now open for traffic for a distance of 184 miles from Lao-Kai, leaving 90 miles still to be finished to reach Yunnan. It is hoped that the entire undertaking will be ready for use early in 1910. An earthquake, which occurred on May 11, new caused serious damage to a bridge in masonry and also to three tunnels, resulting in an unforeseen delay of several weeks. The construction of this railway has been extremely difficult, and at one time the success of the undertaking appeared to be doubtful.

The cost of the line was surveyed in 1901 and 1902. It traversed the Nam-ti valley, passing near Meng-tze, reaching Am-chu at the 139th mile and Y-Lang-Hien at the 251st mile with the terminal station at Yunnan, giving a total length of 292 miles. The scheme was adopted in 1901 and was estimated to entail an outlay of £3,800,000. The transport of the requisite materials gave rise in the first instance to serious trouble.

The construction of the railway was definitely approved early in 1904, when the works were put in hand. At that date the railway from Haifong to Lao-Kai was still unfinished, and was not expected to be ready until 1906. This involved a great increase in cost, as the material had to be transported by wagons, barges and mules. Another difficulty was caused by the scarcity of labour in the country traversed, for, contrary to expectations, it was found to be very sparsely inhabited, and workmen had to be brought from places as far distant as Canton and Fuzhou. During the month of October, 1906, and throughout the year 1907, when the work was expedited to the utmost, there were not less than 60,000 people employed, 40,000 of whom were actually engaged on the construction. The capital originally estimated to be required was found to be wholly inadequate, and the cost has reached £6,000,000. In consequence of an arrangement made with the French Government and the colony of Indo-China, the requisite funds have been raised, and in spite of serious financial embarrassments no delay has been caused to the work.

The line is of metre gauge throughout; the maximum gradients between Chien-Kiang and Yunnan are 2.5 per cent, and between Am-chu and Chien-Kiang, they amount to 1.5 per cent. The minimum radius of curves is 5 chains. There are 147 tunnels, with a total length of nearly 9½ miles. The altitude above datum at the starting point at Lao-Kai is 235ft., while at the 93rd mile, it reaches a height of 5,575ft. From this point the line descends the elevation of Am-chu, situated at an altitude of 4,486ft.; it attains at Chien-Kiang an elevation of 5,322ft., and at Chong-Tai a height of 6,624ft. At the terminus, at Yunnan, the altitude is 6,186ft. above datum. The rolling stock now actually in use consists of 51 locomotives, 106 coaches, and 530 trucks and vans.

The railway already obtains an important amount of traffic proceeding in the direction of China. The passenger traffic in 1908 included 51,811 Europeans and 1,478,077 natives, while the receipts for that year reached approximately £120,000.

HOW BRITAIN TREATS HER PIONEERS.

THE CASE OF LT. SHACKLETON.

A recent telegram informed us that the Government had contributed £20,000 towards defraying the cost of Lt. Shackleton's expedition to the South Pole. Before that announcement was made the following appeared in the *London Daily Express*—

Lieutenant Shackleton has accepted an invitation to deliver a series of lectures in the United States. The tour will be sufficiently extensive to cover not only the principal towns in America, but will include Canada. A reception committee is being organised. It includes the names of President Taft, Earl Grey, the Governor-General of Canada, and the principal personages in the States and the Dominion. Lieutenant Shackleton will leave England on this new voyage early in March. What is probably a record fee for the lecture platform is guaranteed.

Taken in conjunction with the sum accruing from his book it would appear that the pecuniary result of his great enterprise would be the provision of a modest competency for life. The actuality of the conditions has been hitherto unknown to the public, and its disclosure is likely to create a sensation in which indignation will mingle with amazement.

Not a penny of the proceeds of the book or the lecturing tour, in themselves combining a task almost equal in arduousness to another Antarctic expedition, will go into Lieutenant Shackleton's pocket. It is mortgaged in advance to pay off the costs of the expedition. When it was planned Mr. Shackleton had at his back the financial assistance, among others, of a small group of Americans. At a period when he was absolutely pledged to his enterprise, and had incurred considerable preliminary cost, there befell the financial crisis on the other side of the Atlantic which brought ruin upon a wide circle of erstwhile wealthy men. Among them were the American backers of the new Antarctic expedition.

In these suddenly disheartening circumstances Mr. Shackleton approached a London bank, and upon his personal guarantee and that of members of his own and his wife's family, raised a loan of £20,000, by which means the great achievement was accomplished.

On returning from closest touch with the South Pole yet reached by man, the Australian Legislature voted a sum of £5,000 as a contribution to the expenses of the expedition. New Zealand supplemented this by another £1,000. The British Treasury have declined to contribute to the fund, and Lieutenant Shackleton, saddled with the responsibility for £14,000, is left to meet the charge out of his own resources.

It seems improbable that the simple facts of the case being made known, the reproach of leaving the explorer in the lurch will continue to lie against this country.

THERE IS SKILL AND

THOROUGHNESS

IN ALL

PIANOS

WE IMPORT

STAMPING THEM IN EVERY WAY

SUPERIOR VALUE

BUILT THROUGHOUT FOR

THIS CLIMATE.

ROBINSON PIANO CO. LTD.

[36]

MID-SCOTLAND CANAL.

ADMIRAL SIR C. CAMPBELL'S PLEA.

In the House of Commons recently reference was made to the proposed Forth and Clyde Canal, and Mr. Haldane stated: "The expenditure necessary to make this canal of any use is enormously out of proportion to the value to be got from it," and he added that "the conclusion was clear that the money would be much better spent in other directions." Admiral Sir Charles Campbell in these circumstances renews his plea for this new canal. "This strategic and commercial water-way," he points out, "is not to be undertaken because Admiralty experts fear that it might diminish expenditure on the Navy. I am entirely in agreement with my brother-officers in this respect, and if I thought for one moment that the Mid-Scotland Canal would in any way affect the amount voted as necessary for the naval protection of the Empire, I would at once cease to raise voice or use pen or make any effort whatever to further this national undertaking." Admiral Campbell, however, holds that the expenditure would be an investment similar to the Suez Canal.

"All that is necessary for the immediate commencement of the work is that a bill should be passed through Parliament with the necessary clauses for acquiring the land, and a guarantee of the interest at 3 per cent. on the required capital as it is called up during construction, involving a possible advance of less than four millions. How can this be called out of all proportion to the value to be got from it?"

"In return for this guarantee and advance, he claims that the nation would acquire the following rights, and arrangements would be made by which the advance would be repaid—

1. Free passage for all Government ships and cargoes.
2. Complete control in time of war.
3. Sinking fund of all profit after 3 per cent. has been paid, until advance has been redeemed.
4. After the redemption the Government will retain a portion of the profit for naval construction, or such other purpose as they may from time to time approve.

Sir Charles Campbell urges that the Mid-Scotland Ship Canal has a double strategic value.

1. As a route by which to move a force of battleships, cruisers, or torpedo craft from the Atlantic to the North Sea or vice versa, for the purpose of concentration and attack.
2. As a means to remove wounded vessels from the "danger zone" so as to dock and repair them in the comparatively safe ports on the Clyde and in Belfast, Barrow, &c., or in the proposed canal itself, twenty-one miles from any possible gun-fire.
3. The augmentation of Rothesay to a first-class dockyard would be obtained, saving from forty to fifty millions! More than double the cost of this national strategic and commercial water-way.

The principal sources of commercial revenue are thus summarised:

1. Intercoastal ship and barge traffic, tourist and traveller traffic, &c.
2. Over twenty-five chambers of commerce, port authorities, harbour trusts, &c., have reported in favour, giving it as their opinion that the canal would develop trade and not only develop existing trade, but would create commercial relations where none exist.
3. Through traffic from the Baltic and North Sea ports, including British East Coast ports to the West Coast, Ireland, America, and Canada.

Numerous reports have been received from British Consuls generally to the effect that the canal would encourage direct trade between the North German and Baltic ports, Denmark, &c., and the West Coast of England and Scotland, and also with Irish ports. Hamburg alone estimates that over three million tons registered would pass to and fro annually for local and through purposes, giving a revenue, at the moderate charge of 1s. per ton registered, of over £150,000 per annum from one port alone.

"Neither the strategic importance nor the commercial value," the Admiral adds, "can be considered separately. It is a combination of these two factors that point to the speedy construction of this national water-way. It would, in my humble estimation, have been wiser, on the part of the distinguished Admiralty experts, had they waited for the report of the Royal Commission on Canals and Waterways, promulgated by the late Prime Minister in his despatch speech at the Albert Hall and appointed by him shortly after being returned to power."

LATEST STEAMER MOVEMENTS.

The Pank Line str. *Suerie* sailed from Shanghai for Pukow on the 2nd inst.
The Bank Line str. *Alymeria* sailed from Shanghai for Moji on the 31st ult.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PAGES CODES: A.B.C. 6th, Ed. Lieber's.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

E. R.

NOTICE

NOTICE IS HEREBY GIVEN that the Portion of Reclamation Street lying between Saigon Street and Market Street will be CLOSED for traffic from MONDAY, the 6th inst., until further Notice.

F. N. H. JONES,
Director of Public Works.
Public Works Department.
Hongkong, 2nd September, 1909. [1153]

NIPPON YUSEN KAISHA

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HAKAPA MARU,"
having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 8th inst., will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 2nd September, 1909. [1154]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "Mooltan" and "Oceana".

From Australia, ex s.s. "Mantua".
From Calcutta, ex s.s. "Sicilia".
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 8th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 2nd September, 1909. [1]

NOTICE OF REMOVAL

WE HAVE This Day REMOVED our Business premises to No. 12, WYNDHAM STREET, next to the Glenisland Buildings.

ABDOULLAH EBRAHIM & Co.
Hongkong, 1st September, 1909. [1138]

HONGKONG JOCKEY CLUB

NOTICE

MEMBERS wishing to put down for Subscription Griffs for the next RACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 28th July, 1909. [1014]

CALL AT

HOOSAIN-ALI & CO.

THE are now showing a New Stock of SIDE COMBS, BACK COMBS and DRESS COMBS, HAIR NETS and Various Kinds of HAIR SLIDES.

Corner of ZETLAND ST.
Hongkong, 3rd September, 1909. [41]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchaulders. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

INTIMATIONS

HONGKONG GYMKHANA CLUB

THE FOURTH MEETING of the Season will be held at the HAPPY VALLEY, TO-MORROW (SATURDAY), the 4th Sept., commencing at 4.15 P.M.

The Open of Admission will be \$1.00 for other than Members of the Hongkong Jockey Club or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half-Price. The Committee invite the Ladies of Hongkong to be present.

C. GORDON MACKIE,
Hon. Secretary and Treasurer.
Hongkong, 2nd September, 1909. [1145]

MAGISTRACY

IT IS HEREBY NOTIFIED that a MEETING of His Majesty's JUSTICES of the Peace for the Colony will be held at the MAGISTRACY, at 2.15 P.M., on FRIDAY, the 10th SEPTEMBER, 1909, for the purpose of considering the following application under the Liquor Licences Ordinances, 8 of 1898 and 8 of 1908, viz.:

From one EDWARD ARNOLD KENNEDY for a publican's licence to sell by retail intoxicating liquors on premises numbered 2 Pak Shui Wan, under the sign of "The Belle View Hotel".

F. A. HAZELAND,
Police Magistrate.
Hongkong, 31st August, 1909. [1146]

HONGKONG CRICKET LEAGUE

THE ANNUAL GENERAL MEETING will be held in the Hongkong Cricket Club Pavilion, on MONDAY, 13th September, 1909, at 5.30 P.M.

All Clubs wishing to compete in the Coming Season are invited to send representation.

A. O. BROWN,
Acting Hon. Secretary.
Hongkong, 2nd September, 1909. [1147]

HONGKONG CLUB

NOTICE

THE SIXTEENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES (1896) of the HONGKONG CLUB, Payable on THURSDAY, the 30th September, 1909, will be held at the Hongkong Club House at 11 o'clock a.m., on SATURDAY, the 18th September, 1909.

Bearers of Debentures are invited to attend the Drawing.

By Order,
JAMES CRAIK,
Secretary.
Hongkong, 2nd September, 1909. [1148]

FOR SALE

FOR SALE.

DERINGTON, PEAK ROAD No. 8.
For Particulars apply to—
C. SCHROETER,
King's Buildings, H.R.D.
Hongkong, 1st September, 1909. [1140]

ASAHI BEER SAPPORO BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

SOLE AGENTS:

MITSUI BUSSAN KAISHA.

[1128]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 m.m.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED

SHOTS. From No. 10 to 558G. at \$5. 57 and \$7.50 per 100. SPORTING REQUISITES

and ALL GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 26th October, 1905. [623]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS

STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

JUST LANDED

A LARGE ASSORTMENT OF

LADIES' & GENTS' BOOTS

& SHOES.

26, DES VUEX ROAD, CENTRAL.

A. TACK & CO.
Hongkong, 20th August, 1909. [37]

PUBLIC COMPANY

THE CHINA LIGHT & POWER CO., LD.

THE EIGHTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, 11th September, 1909, at Noon, for the purpose of receiving Statements of Accounts and the Report of the General Managers for the 11 months ending 31st July, 1909, and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED on FRIDAY, the 10th, and SATURDAY, the 11th September, 1909.

SHEWAN TOMES & Co.,
General Managers.
Hongkong, 28th August, 1909. [1123]

NOTICES OF FIRMS

NOTICE

THE BUSINESS HITHERTO carried on under the style of "O. C. MOOSA & Co." at Nos. 1 & 3, D'Aguiar Street, has This Day been Dissolved by mutual consent and all Outstanding Accounts will be Received and Paid by them at the First Floor of their present premises.

The Business has been Sold to Messrs. OSMAN and CASUM, who will carry on the same under the style of OSMAN and CASUM, O. EL AROULLI, M. ALABAKIA, O. C. MOOSA.

Hongkong, 1st September, 1909. [1135]

NOTICE

WE HAVE This Day Bought out the Business of Messrs. O. C. MOOSA & Co., and will carry on the same under our own Names.

OSMAN and CASUM.
Hongkong, 1st September, 1909. [1137]

SUTTON'S SEEDS

Special Selected Collections for this Climate.

VEGETABLES and FLOWERS in AIR-TIGHT CASES.

To be obtained from
CHINA EXPRESS CO.,
Telephone 668. 3, Duddell Street. [50]

TO LET

TO LET.

NO. 1, CANTON VILLAS, Kowloon.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1909. [1035]

TO LET.

NO. 1, ORMSBY TERRACE.

NO. 5, BARROW TERRACE. Cheap Rental. The well known Durbur House.

Apply to—
SPANISH PROCURATION.
Hongkong, 31st July, 1909. [1026]

TO LET.

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, 11 Floor.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to—
REUTER, BRÜCKELMANN & Co.
Hongkong, 1st July, 1909. [911]

TO LET.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., LTD.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1909. [818]

TO LET.

POPULAR SUMMER RETREAT.

ONE of the BEST HOUSES at Kuliang, the beautiful Summer Resort and Sanatorium, near Fochow, to be let, fully furnished, for the whole season. Apply to Office of this paper for references.

Fochow, 22nd May, 1909. [794]

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"BRANNE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental.

HOUSES in LYEMONG VILLAS, Kowloon.

Apply to—
ARRATON V. APCAR & Co.,
14, Des Vaux Road.
Hongkong, 24th August, 1909. [399]

TO LET.

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD. Six-Roomed House, with Out-house Commanding a Fine View of the Harbour.

Apply to—
F. X. D'ALMADA & CASTRO,
33, Queen's Road Central.
Hongkong, 7th July, 1909. [936]

TO LET.

ONE FIVE-ROOMED BUNGALOW, "THE NUBE," No. 84, Mount Gough, Peak Garden and Tennis. Furnished. Possession from 1st October next.

OFFICES and ROOMS on the 2nd Floor, of No. 14, Des Vaux Road Central, (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—
THE COMPTON DEPARTMENT,
E. D. SASSOON & Co.,
Queen's Road Central.
Hongkong, 1st September, 1909. [1141]

TO LET.

FOUR ROOMS at No. 75, WYNDHAM STREET. Electric Fittings.

Apply to—
A. B. AVASIA,
1, Duddell Street.
Hongkong, 1st September, 1909. [941]

TO LET.

NO. 1, GARDEN ROAD, Kowloon. Eight-Roomed House and Tennis Court.

Apply to—
H. M. H. NEMAZEE,
9, Paddar's Hill.
Hongkong, 14th August, 1909. [1073]

TO LET

TO LET.

IN No. 6, DES VUEX ROAD CENTRAL, OFFICES and GODOWN.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

No. 3, FREDERICK'S HILL, a Commodious Five-Roomed Dwelling House with Servants Quarters, next to the Masonic Club.

DAVID SASSOON & Co., LTD.
Hongkong, 7th August, 1909. [1054]

TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weismann Ltd., for Tiffin Rooms.

Apply to—
YEE SANG FAT & Co.,
Opposite General Post Office.
Hongkong, 21st June, 1909. [871]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Rang Lap Ting's Godowns East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—
KAM FOOK,
No. 107, Wellington Street,
behind the Stag Hotel or Keeper of No. 6, Godown on the Spot.
Hongkong, 28th May, 1909. [797]

TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDER STREET.

Apply—
Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 31st May, 1909. [807]

TO LET.

FIVE ROOMED HOUSES at Kowloon.

1 ROOM on First Floor of "Hotel Mansions," with use of Bath Room, suitable for Office or Living Room.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession.

Apply to—
KOWLOON MARINE LOT 49, Yauwatt, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 29th June, 1909. [909]

TO LET.

NO. 2, OLD BAILEY. Immediate possession. Moderate Rental.

Apply to—
ARRATON V. APCAR & Co.,
14, Des Vaux Road.
Hongkong, 7th August, 1909. [1053]

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RYTON TERRACE.

OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VUEX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING.

GODOWNS in PRATA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1909. [97]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRATA EAST.

Apply—
CHATER & MODY,
Victoria Buildings.
Hongkong, 1st February, 1909. [264]

TO LET.

STORAGE FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, a Portion of MARINE LOT Nos. 31 & 36 on PRATA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS LEASE.

For Particulars, apply—
GEO. FENWICK & Co., LTD.
Hongkong, 8th June, 1906. [96]

TO LET.

NO. 2, BEACONFIELD ARCADE, facing the Parade Ground.

PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shaukiwan Road.

PREMISES at SHAMEN, CANTON, now in occupation of the Canton Kowloon Railway.

THE EYRIE, No. 13, Peak, Six Rooms, Tennis Court and very Large Garden.

BEACONFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Offices.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

HOUSES in BELLILIOS TERRACE, ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE.—TWO CRETS, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—
LINTREAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 30th August, 1909. [100]

TO LET.

NO. 26, WYNDHAM STREET, containing 6 ROOMS.

Apply to—
E. A. C. F. CARVALHO,
14, Arbuthnot Road.
Hongkong, 4th August, 1909. [1036]

BANKS

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP, Sh. Tels. 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Yokohama, Tsingtao, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers: KÖNIGLICHE SIEBENHUNDLIG (PREUSSISCHE) STAATSBANK Berlin.

DIREKTION DER

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"AMBRIA,"
Captain Delnat, having arrived. Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter. Optional Cargo will be forwarded unless notice to the contrary be given before To-day. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Sept. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Sept., at 3 p.m.
No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 27th August, 1909. [1118]
S.S. "POLYNESIAN."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Dordogne" and "Medoc" from Havre ex s.s. "Dordogne" from Bordeaux s.s. "Ville de Valenciennes" in connection with above Steamer, hereby informed that their goods with the exception of Treasures and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 8 p.m. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after MONDAY, the 6th Sept., at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 6th Sept., or they will not be recognised. All damaged packages will be examined on MONDAY, the 6th Sept., at 3 p.m. No Fire Insurance has been effected.

P. DE CHAMPAGNE, Agent.
Hongkong, 30th August, 1909. [2]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ATHOLL,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Sept. will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 30th Sept., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Sept., at 3 p.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 30th August, 1909. [1129]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "REVENUE,"
FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 12th Sept., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Sept.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 31st August, 1909. [1132]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER."

Having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th Sept. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th Sept., at 9.30 a.m.

All Claims must reach us before the 11th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo.

Ex S.S. "Therapia" from Smyrna via Naples.

Ex S.S. "Bayer" from Barcelona via Naples.

This steamer, having sustained General Average, Consignees of Cargo (from Hamburg, Bremen, Manchester, Antwerp) are informed that they will be required to sign an Average Bond, which will be sent round for that purpose.

NORDDEUTSCHER LLOYD, MELBOURNE & Co., General Agents.

Hongkong, 31st August, 1909. [5]

ENTERTAINMENT.

THEATRE ROYAL.

CITY HALL.

TO-NIGHT (FRIDAY),
SEPT. 3RD.

M. E. BANDMANN
PRESENTS

THE MERRY LITTLE MAIDS COMEDY CO.

Fri. Sept. 3rd. "HOOK OF HOLLAND."

SATUR. Sept. 4th. "HAVANA."

Mon. Sept. 6th. "THE GIRLS OF GOTTENBERG" (2nd Edition).

Tues. Sept. 7th. Grand Farewell Variety Entertainment, when the Apache Dance will be Staged, also a Grand Rose Pallet.

PRICES AS USUAL.

BOOKING AT MOUTRIE'S.

Hongkong, 31st August, 1909. [1107]

Apollinaris

"THE QUEEN OF TABLE WATERS."

SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT TO

HIS MAJESTY THE KING

AND

H.R.H. THE PRINCE OF WALES.

For Table Use and Mixing with

Wines and Spirits. [958-1]

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT

PREPARED BY THORNE & CO., LTD., LONDON.

THE OLD VAT BRANDY OF THE LATE THORNE & CO., LTD., LONDON.

SOLE AGENTS IN HONGKONG, CHINA & MANILLA.

A. S. WATSON & Co., Ltd.

NOTICES TO CONSIGNEES

DAMPFSCHIFFS-RHEDEREI "UNION" ACTIEN-GESELLSCHAFT.

NOTICE TO CONSIGNEES.

THE Steamship

"ALBENGA."

Having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 9.30 a.m.

All Claims must reach us before the 11th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by CARLOWITZ & Co., Agents.

Hongkong, 1st September, 1909. [1150]

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF

BY CHAS. J. HAYCOMBE

(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.)

THE VOLUME which consists of 461

Pages, and includes a Sketch Plan of

historical interest showing the disposition of

the Forces at the battle of Kweilin, is dedicated to

SIR ROBERT HART, G.C.M.G., and Dr. A. HAYNES.

Its description of Chinese Social Customs and

Superstitions, combined with the insight it

gives into political conditions in China, makes

"CHILDREN OF FAR CATHAY" an excellent

volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese

Emblem in Gold.

PRICE \$3.50

To be obtained from Messrs. KELLY & WALSH

Ltd., Messrs. BAKER & Co., or from the

Printers and Publishers, the "HONGKONG

DAILY PRESS" Office.

[453]

GREAT BRITAIN AT BRUSSELS.

A UNIQUE EXHIBITION NEXT YEAR AND A NEW DEPARTURE.

The Empire as a commercial whole is interested with the Mother Country in a reform to be carried out next year with some of the Brussels International Exhibition. This importance will attach to the British Section there. For the first time what may properly be called a representative national exhibit is to be officially attempted; and it should be noted that the organisation which has been created for this purpose is at the service of all the Colonies and of India for purposes of information and negotiation connected with future exhibitions.

The British Section is being organised on novel lines. Exhibitors are no longer dependent on a voluntary committee; or left to install their goods as best they can; or required to defray the cost of a general scheme of decoration; or engaged as exhibitors have always hitherto been, in a speculation the cost of which they cannot ascertain beforehand. The Section is in charge of a new Department of the Board of Trade, noting in personal touch with them, and taking responsibility for these matters.

French, German and other exhibitors have long been assisted in systematic ways. Our own were at a disadvantage everywhere. But the new organisation undertakes to do more than is done for the exhibitors of any other country.

"THE LION'S SHARE."

The most prominent position in the Exhibition grounds at Brussels, next to that of Belgium itself, has been secured for the general section: visitors will pass through the British Galleries to reach those of the United States, France, Italy and other nations. The Machinery Hall, the portion allotted to Great Britain, occupying the whole floor-space, and there will be an unprecedented and very remarkable show of machinery in motion.

At Brussels, therefore, a new era in British exhibiting will be opened. This comes as the result of a Departmental inquiry, made by the Board of Trade Committee presided over by Sir Alfred Bateman. Taking the opinion of a large number of important manufacturers, the Committee found a strong and growing prejudice against exhibitions on the old lines, and came to the conclusion that it was largely justified. But, as it would have been ruinous for Great Britain to abstain alone from a form of advertisement which is now published, they recommended a positive means of meeting the grievances of British Exhibitors. The Exhibitions Department of the Board is the chief outcome. Instead of every Exhibition being treated as a new problem of organisation—a problem more or less hastily and badly solved—this Department now constitutes a machinery for the care of British interests in such matters.

EXHIBITING SIMPLIFIED.

To enumerate the facilities which it offers to exhibitors is to realise that the principal aim of the Exhibitions Department has been to simplify the business of exhibiting. These facilities are such that an exhibitor may know, to a penny, what his venture will cost him.

Except in the case of machinery, the only charge made within the Exhibition itself is a low charge for space; and estimates are obtained from Belgian contractors for the installation of machinery. This charge for space covers the provision of showcases, the cost of the general decorative scheme, the handling of exhibitors' goods, the publication of a catalogue in French and English, and some other benefits. "Handling" means that officials of the Commission will take delivery of packages at the Exhibition entrance; unload and place them on the space allotted; take away, store and return the packing cases; and re-load at the close of the Exhibition. Further, the Commission will provide free of cost, as far as possible, an adequate supply of unskilled labour to assist exhibitors with the installation of their goods.

A UNIFORM SCHEME OF DECORATION.

There is a very striking novelty in the internal architectural design of this British Section. The character of the design is not such as one associates with exhibitions in general. It has dignity and elegance. In harmony with the section's importance, it will give the British exhibit a conspicuous value to the most casual eye.

The provision of showcases in a uniform style is part of the conception. It will not deprive exhibitors of individual character. Exhibitors are not even required to use these cases, or any cases. If they desire to provide their own, there will be every disposition to meet them in the matter, so long as their cases are not inimical to the national scheme. But the provided cases may be had in sizes and for all positions, and they are dust-proof and extremely handsome, being made of seasoned mahogany selected under careful inspection.

Machinery involves, of course, the additional cost of foundations and scaffolding, but the laying of foundations by Belgian contractors will be superintended by a competent engineer, and hand-rails will be provided.

Another provision is that of a suite of rooms for exhibitors' agents. This is a new thing in exhibition practice. There will be a reference library and a staff of high-class interpreters attached to the establishment; and it will be furnished with all the necessary equipment for transaction of business, correspondence and so forth.

A NATIONAL MOVEMENT.

His Royal Highness the Prince of Wales has led the movement in favour of this effective new departure in State assistance. He is the President of the Royal Commission appointed for this and two following exhibitions; and in a speech at Marlborough House he urged British manufacturers not to weigh the matter from the point of view of their individual advantage, but to treat it as a patriotic enterprise. The commercial prestige of the Mother Country has suffered from the absence of many great firms from past exhibitions. The late Lord, Chairman of the Commission, and Mr. U. F. Winton, Director of the new Exhibition Branch, have, therefore, held many meetings in the trading centres to overcome indifference, and to explain the new facilities. They have met with very gratifying success in some centres, e.g., Bradford, Huddersfield, Nottingham, Macclesfield, and Galashiels, the staple industries have resolved to show collectively for the sake of more effective display. Committees or individuals have been appointed to choose exhibits, and guarantee funds have been raised.

It is already evident that Brussels will be the principal holiday resort of Europe next summer. For the Exhibition is in all ways the most important hold on the Continent since that of Paris nine years ago.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creme Chamoise, Last Chamant and Special Skin and Face Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents. [453]

THE INDIAN BUDGET.

In his speech introducing the Indian Budget on the 16th ult. the Master of Elibank, Under-Secretary for India, said:—

I now come to the important question of the opium revenue in 1908-9, from the figures of which I fear the House can only draw artificial satisfaction, financially speaking, because, while the net receipts for opium in 1908-9 show an increase of about £1,250,000 beyond the estimate, as I am about to explain to the House, we are anticipating a corresponding decrease in 1909-10. Let me, however, refresh the memory of the House as to the situation in regard to this large subject. Last year my predecessor informed the House that, owing to the decision gradually to restrict the export of Bengal and Malwa opium, the Government of India had to face a progressive diminution of opium revenue. He said that it would in all probability cost the Indian Government in 1908-9 a loss of about £200,000, and that that loss would progressively increase for three years certain, that, if China should continue to fulfil her part of the arrangement, the loss would continue for 10 years, and then the Indian Government would cease to have any substantial return from opium at all. The fact that my predecessor's forecast has not been immediately realised is not in any way due to a departure from the limit of permissible export, but is entirely the outcome of fortuitous and temporary circumstances. The limit for the export of Malwa opium during the year having been reached in August, competition to secure priority for 1909 shipment led to duty being paid on large quantities of opium for export in the following year. In consequence of this the Budget estimates of receipts from Malwa opium in 1908-9 was exceeded by £796,000, and a further increase in the net opium receipts was caused by the higher prices obtained for the Bengal opium sold at Calcutta, which, together with the diminished expenses, produced altogether £1,250,000 in excess of the Budget estimate.

While we are discussing the question of opium I should remind the House of another matter which, although it does not directly affect the arrangements made with the Chinese Government, under which we are restricting the export of opium from Indian ports, will naturally have an important bearing on the question. In February last an International Opium Commission, on which a respected member of this House, who has a wide knowledge of the East, my hon. friend the member for East Renfrew, sat, on which the principal States of the world were represented, was constituted, on the initiative of the United States of America, for the purpose of investigating the opium habit and trade in its numerous aspects. The proceedings of the Commission are now in the Shanghai press, and some time may elapse before they are published, but the resolutions of the Commission have been made public, and are very important. They invite the Governments of the States represented to take measures for the gradual suppression, regulation, and control of the manufacture, sale, and distribution of opium and its derivatives and by-products; and, on behalf of the Secretary of State, I can assure the House that these matters will, when received by him, have his most attentive and sympathetic consideration, as is only to be expected in view of the line that he has uniformly taken in this matter. (Hear, hear)

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 2nd at 12.20 p.m.—The barometer has risen considerably in E. Japan, the depression having moved away to the N.E.

Pressure has given way slightly over N. China. It remains high over the Pacific to the E. of Japan, and moderately above the normal over S. China.

Light or moderate S. winds may be expected in the Formosa Channel, and light N.E. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood Variable winds, light; fine.

Formosa Channel S. winds, light or moderate.

South coast of China between Hongkong and Lamooka Same as No. 1.

South coast of China between Hongkong and Hainan... Same as No. 1.

THE SIGN OF THE SEVEN DEVILS.

Not long ago a distinguished physician wrote to a professional friend, saying, "I would rather see a patient with almost any other disease enter my consulting room than one afflicted with the seven devils of indigestion and dyspepsia."

That doctor knew what a sly, creeping, and destructive disease indigestion is; how it poisons the blood, starves the nerves, takes the energy and vitality out of man or woman when once it fastens its grip on them. He did not know, apparently, that Mother Seigel's Syrup cures indigestion. Yet we have testimony in writing from tens of thousands who have proved that it does cure—that it has cured the writers of these very letters. Read this recent case:—

"Having used Mother Seigel's Syrup to cure and prevent indigestion for something over 20 years, I have no hesitation in strongly recommending it. At the outset I had to fight persistent, obstinate attacks, the result of neglect, that took a little time to cure. But, ever since, I have had no trouble whatever."

Twenty years he has used it! Who was this? You ask. The letter is from Mr. Walter De Wolford, the well-known manufacturer of photographic materials, at Milford, Essex. His advice, after 20 years of experience, may be taken as sound. Going further in his letter he says:—

"The main thing is to take the Syrup immediately indigestion is suspected. One dose is then ample and there is no pain. If unchecked, more doses are required, and it neglected too long, the first dose temporarily increases the pain. At least this is my experience. I never now trust to luck, but keep a bottle of the Syrup always at hand, for immediate use, with the result that indigestion now has no terrors for me. I hope this letter will aid to relieve the sufferings of others, as twenty years continual use of a remedy ought to be ample recommendation."

"That is the true theory. Mr. De Wolford says he never now trusts to luck, but keeps a bottle of the Syrup always at hand"—in other words he acts promptly and prevents indigestion by using Mother Seigel's Syrup. It is a purely herbal preparation—made from the medicinal extracts of certain roots, herbs and leaves. It tones and strengthens the digestive system—helps the organs to do their natural work—prevents the formation of the poisons which cause the blood and nerves to be weakened, constipation, dizziness, loss of sleep and appetite and the other miseries that dyspeptics know so well.

Mother Seigel's Syrup is prepared also in Tablet form, as Mother Seigel's Syrup Tablets. Price 2/9. [74-9]

THE KOWLOON BOWLING GREEN CLUB

WILL PRESENT

THE PORT AND STARBOARD LIGHTS PIERROT PARTY

With Original and up to date Songs and Sketches

ON THE GREEN, KOWLOON,

SATURDAY, SEPTEMBER 11TH, AT 9 P.M.

TICKETS \$1.00.

May be obtained from any Members of the Club or at THE ROBINSON PIANO Co., Ltd.

A Late Tram will Run to the Peak.

Hongkong, 1st September, 1909.

[1135]

FOR PREVENTION

It is an admitted fact that prevention is better than cure, and in no case is it more true than in regard to bodily health. What may at first be but a slight ailment may, if allowed to go unchecked, develop into a real danger—only to be removed at the expense of much sacrifice and suffering. It is well, therefore, to understand that, taken in time, BEECHAM'S PILLS will quickly go to the root of the trouble and prevent serious illness.

FOR CURE

If you find yourself suffering from a disordered condition of the Liver, Stomach, Kidneys, or Bowels, Beecham's Pills may be relied upon with the greatest confidence, not only to give immediate relief, but to effect a permanent cure. This medicine acts successfully in cases where more potent means often utterly fail. It strengthens all the vital organs, particularly those of nutrition, secretion, and excretion, and many even who regard themselves as confirmed invalids might regain all their health and happiness if they would only TAKE BEECHAM'S PILLS.

Sold everywhere in boxes, price 9d. 1/11 & 2/9.

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KOREA MARU" and "SAIKO MARU" (2877 tons each) as follows:—

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday	
Arrive—Dairen	Saturday	Monday or Tuesday	
Lv. — Mukden	Sunday	Tuesday	Friday
Ar. — Changchun	"	"	"
Ar. — Harbin	Monday	Wednesday	Saturday
Ar. — Harbin (Russian Train)*	5.55 a.m.	"	"
Ar. — Harbin	3 p.m.	"	"

Connecting at Harbin with { State Express for Moscow. Wagon-Lits for Moscow. State Express for St. Pet'g.

SOUTH-BOUND.

SOUTH-BOUND.			
Leave—Harbin	Thursday	Saturday	
Arrive—Changchun	Friday	Sunday	
Ar. — Mukden	"	"	"
Ar. — Dairen	Monday	Wednesday	Saturday
Ar. — Shanghai (Steamer)	12.30 p.m. afternoon.	"	"
Ar. — Shanghai	"	"	"

Connecting at Harbin with { State Express for Moscow. Wagon-Lits for Moscow. State Express for St. Pet'g.

*Russian Train time is 23 minutes earlier than S. M. E. time.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add.: "YAMATO")

At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the

SHIPPING.

ARRIVALS.

AMICO, German str., 890, H. Frandsen, 2nd Sept.—Hainan and Hainan 1st Sept.
General—Jensen & Co.
ARABY, British str., 7,576, O. Jones, R.M.E., 2nd Sept.—Bombay 18th August, Mails and General—P. & O. S. N. Co.
FUKU MARU, Jap. str., 3,087, K. Nakagawa, 2nd Sept.—Mojji 27th Aug. Coal—Mitsui Bussan Kaisha.
HAICHING, British str., 1,597, J. W. Passmore, 2nd Sept.—Foonchow, Amoy and Swatow 1st Sept. General—Douglas, Laprak & Co.
LOCKSON, German str., 1,020, W. Taubert, 2nd Sept.—Hainan 24th August, Rice and Wood—Butterfield & Swire.
MONTROSS, British str., 2,886, R. Glegg, 2nd Sept.—Mojji 23rd August, Coal—Dodwell & Co.
NANCHANG, British str., 1,025, G. I. Spink, 2nd Sept.—Chefoo 27th August, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
2nd September.
Albenga, German str., for Shanghai.
Assaye, British str., for Shanghai.
Dakota, British str., for Haiphong.
Eskdale, British str., for Moji.
Hatching, British str., for Swatow.
Japan, British str., for Shanghai.
Mogori Maru, Japanese str., for Singapore.
Nikko Maru, Jap. str., for Australia.
Sagan, British str., for Haiphong.
Tanyo Maru, Japanese str., for Shanghai.

DEPARTURES.

2nd September.
BENVENUE, British str., for Nagasaki.
BOURBON, French str., for Saigon.
BUEN MARU, Jap. str., for Swatow.
CHENAN, British str., for Canton.
CHINUA, British str., for Shanghai.
DREIFLUGER, Ger. str., for Shanghai.
DRUFA, Norwegian str., for Swatow.
HAIMUN, British str., for Swatow.
KIKUANG, British str., for Chefoo.
KWONGSANG, British str., for Canton.
MAORI KING, British str., for Chingwan-tao.
PAKULI, German str., for Swatow.
PHUMPHIN, British str., for Saigon.
PHANANG, German str., for Bangkok.
QUINTA, German str., for Sourabaya.
VICTORIA, Swedish str., for Haiphong.

SHIPPING REPORTS.

The British str. *Haiching* reports: Moderate N. Easterly winds and sea.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
S.S. "LENNOX" ... About 10th Sept.
For Freight and further information, apply to
DODWELL & CO., LTD., Agents.
Hongkong, 2nd August, 1909. [1008]

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies).
STEAM FOR BOMBAY
VIA-SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to Persian Gulf and Bagdad, also Bagdadia, Valencia, Alicante, Almeria and Malaga.)

THE Steamship
"CAPRI"
Captain Din, will be despatched as above on SATURDAY, the 11th inst., at Noon.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co., Agents.
Hongkong, 1st September, 1909. [4]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EMPIRE"
Captain Helms, will be despatched as above on WEDNESDAY, the 15th Sept., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 26th August, 1909. [1114]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR
FIUME AND TRIESTE (Direct).
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the BRAZIL, to RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
THE Company's Steamship
"NIPPON"
Captain Tarabochia, will be despatched as above on or about the 25th September.
This Steamer has splendid accommodation for passengers, electric light and carries a doctor.
For information as to Passage and Freight, apply to
SANDER, WIELEB & Co., Agents.
Princes Buildings.
Hongkong, 23rd August, 1909. [3]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via USUAL PORTS OF CALL...	DEVANHA	Brit. str.	—	H. Powell, R.M.E.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP via SINGAPORE &c...	SUMATRA	Brit. str.	—	O. J. Benton, R.M.E.	P. & O. S. N. Co.	About 9th inst.
ROTTERDAM & HAMBURG via STRAITS, &c...	DORTMUND	Ger. str.	k.w.	Malchow	HAMBURG-AMERICA LINE	On 7th inst.
ROTTERDAM & HAMBURG via STRAITS, &c...	SPEZIA	Ger. str.	k.w.	Babel	HAMBURG-AMERICA LINE	On 23rd inst.
HAYRE, BREMEN & HAMBURG, &c...	SAXONIA	Ger. str.	k.w.	Wagner	HAMBURG-AMERICA LINE	To-day.
MARSEILLES, &c, via PORTS OF CALL...	AUTSALIAN	Freemstr.	—	Bigler	MESSAGERIES MARITIMES	On 23rd inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c...	INABA MARU	Jap. str.	—	R. Takada	NIPPON YUSEN KAISHA	On 14th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c...	KINAKI MARU	Jap. str.	—	N. Mathison	NIPPON YUSEN KAISHA	On 15th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c...	AMBA	Ger. str.	k.w.	Deinat	HAMBURG-AMERICA LINE	On 23rd inst., at D'light
COPENHAGEN & BALTIC PORTS...	CATHAY	Dan. str.	—	—	HAMBURG-AMERICA LINE	On 17th Oct.
GENOA, MARSEILLES, LONDON & ANTWERP, &c...	ATSUTA MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	About end of Sept.
CALLAO, IQUIQUE, &c, via JAPAN PORTS, &c...	HONGKONG MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	About 22nd inst.
TRIESTE, &c, via SINGAPORE, &c...	BUMLOW	Ger. str.	—	E. Tarabochia	SANDER, WIELEB & Co.	On 26th Oct., at Noon
NAPLES, GENOA, ALGERIA, GIBRALTAR &c...	INDRAPURA	Am. str.	—	F. Proesch	MELCHERS & Co.	On 8th inst., at Noon
NEW YORK via PORTS & SUEZ CANAL	ABACONIA	Ger. str.	k.w.	—	STEWART, TOMES & Co.	On 21st inst.
BOSTON & NEW YORK	EMPEROR OF CHINA	Brit. str.	2 m.	—	HAMBURG-AMERICA LINE	About 10th inst.
VANCOUVER via SHANGHAI JAPAN, &c...	MONTAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	To-morrow, at 6 P.M.
VANCOUVER, B.C., TACOMA & SEATTLE via JAPAN	TACOMA MARU	Jap. str.	—	S. Shotton	CANADIAN PACIFIC R. Co.	On 18th inst., at Noon
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c...	SHINANO MARU	Jap. str.	—	E. Yamamoto	DODWELL & Co., Ltd.	On 3rd inst.
AUSTRALIAN PORTS via MANILA	TANGO MARU	Jap. str.	—	S. Ishikawa	OSAKA SHOSHUN KAISHA	On 25th inst., at Noon
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 14th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	—	P. Iscke	NIPPON YUSEN KAISHA	To-day, at Noon
AUSTRALIAN PORTS via MANILA	EMPIRE	Brit. str.	—	P. T. Helms	MELCHERS & Co.	On 10th inst., at D'light
KOBE & YOKOHAMA	TAITAN	Brit. str.	1 m.	L. Dawson	GIBB, LIVINGSTON & Co.	On 15th inst., at Noon
KOBE & YOKOHAMA	KURANO MARU	Jap. str.	—	M. Winkler	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	—	J. Dring	NIPPON YUSEN KAISHA	On 1st Oct., at Noon
KOBE & YOKOHAMA	KAWATA MARU	Jap. str.	—	F. E. Ope	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 24th inst., at 5 P.M.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	H. Koops	NIPPON YUSEN KAISHA	On 29th inst., at Noon
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	G. Hooker	JAVA-CHINA-JAPAN LINE	Quick despatch.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	F. Wheeler	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	K. Soyeda	BUTTERFIELD & SWIRE	About 8th inst.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	E. Malchow	HAMBURG-AMERICA LINE	On 9th inst., at 4 P.M.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	Müller	HAMBURG-AMERICA LINE	On 12th inst.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	H. E. Rivers	P. & O. S. N. Co.	About 10th inst.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	Williams	BUTTERFIELD & SWIRE	On 12th inst., at D'light
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	Seller	MESSAGERIES MARITIMES	On 13th inst., at Noon
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	Kneisel	HAMBURG-AMERICA LINE	On 15th inst.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	Bouman	MELCHERS & Co.	On 23rd inst.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	Y. Kaburaki	JAVA-CHINA-JAPAN LINE	Quick despatch.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	Siddons	OSAKA SHOSHUN KAISHA	On 5th inst., at 10 A.M.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	J. S. Roach	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	J. W. Evans	DOUGLAS LAFRAIX & Co.	On 8th inst., at Noon
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	W. C. Passmore	DOUGLAS LAFRAIX & Co.	On 5th inst., at Noon
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	Jameson	DOUGLAS LAFRAIX & Co.	To-day, at 2 P.M.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	R. W. Almond	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 3 P.M.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	P. H. Rolfe	BUTTERFIELD & SWIRE	On 7th inst., at 4 P.M.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	R. Rodger	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at 4 P.M.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	A. W. Underbridge	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at Noon
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	On 14th inst., at 8 P.M.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	Weigall	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 4 P.M.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	F. Semblit	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 3 P.M.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	Dini	MELCHERS & Co.	Middle of Sept.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	E. J. Tadd	CARLOWITZ & Co.	On 11th inst., at Noon
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	Rose Core	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 2 P.M.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	W. J. Davies	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 2 P.M.
KOBE & YOKOHAMA	KYUSHU	Dut. str.	1 m.	P. J. van Emmerick	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at D'light

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"BUELOW" Capt. F. Proesch	Wed'ay, 8th Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	About Wed'ay, 8th September.
MANILA, YAP, NEW GUINEA and MEL.	"PRINZ WALDEMAR" Capt. F. Iscke	Friday, 10th Sept., at D'light
KUDAT & SANDAKAN	"BOBEO" Capt. F. Semblit	Middle of September.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELOHERS & Co., GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 3rd September, 1909. [5]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.
PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C., TACOMA & SEATTLE
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIC	6,232	S. Shotton	On 30th September.
OCEANO	4,657	F. W. Davies	On 21st October.
KUMERIC	6,232	J. Mathie	On 18th November.

* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.
PARCEL EXPRESS TO THE UNITED STATES & CANADA.
For further information apply to
DODWELL & CO., LIMITED, GENERAL AGENTS.
Queen's Buildings.
Hongkong, 31st August, 1909. [6]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"OCEANIE" Capt. Sellier	On 13th Sept., P.M.
MARSEILLES, via PORTS	"AUSTRALIE" Capt. Bigler	On 14th Sept., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"SYDNEY" Capt. X	On 27th Sept., P.M.
MARSEILLES, via PORTS	"POLYNESIE" Capt. Broc	On 28th Sept., 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s up to £71 10s. 24 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
For Further Particulars, apply to—
P. DE CHAMPORIN, AGENT, Queen's Building.
Hongkong, 1st September, 1909. [2]

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	4th Sept.	From Quebec, or St. John, N.B.	FRIDAY, 1st Oct.
"EMPRESS OF CHINA" SAT.	18th Sept.	"ALLAN LINER"	FRIDAY, 1st Oct.
"MONTAGLE" SATURDAY	25th Sept.	"EMPRESS OF IRELAND" FRI.	22nd Oct.
"EMPRESS OF INDIA" SAT.	16th Oct.	"ALLAN LINER" FRIDAY	12th Nov.
"EMPRESS OF JAPAN" SAT.	6th Nov.	"EMPRESS OF BRITAIN" FRI.	3rd Dec.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Patrial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus, via Canadian Atlantic Ports or New York £71.10 Hongkong to London, 1st Class Intermediate on Steamers £43, "and 1st Class Railway" £45.
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERHAR, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA"
Captain H. Powell, R.M.E., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 4th September, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MARRORA" 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Persia" due in London on the 16th October, 1909.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 23rd August, 1909. [1]

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.
FOR NEW YORK VIA PORTS AND SUEZ CANAL.
(With Liberty to call at the Malabar Coast.)

S.S. "INDRAPURA" ... On 17th Sept., 1909.
For Freight and further information apply to—
SHEWAN, TOMES & Co., General Agents.
Hongkong, 25th August, 1909. [1108]

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.) COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMITAMADA, Collieries.
SOLE AGENTS FOR
KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.
HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.
Cable addresses for above, "IWASAKI" Codes, A.I. ABC 5th Ed., Western Union.

AGENTS—
YOKOHAMA: M. ASADA, Esq.
CHINKING: Messrs. GRANTING & Co.
MANILA: Messrs. MACDONALD & Co.
For Particulars apply to
H. OISHI, Manager.
No. 2, Pedder, Street, Hongkong.
Hongkong, 9th January, 1909. [665]

COAL.
BUNKER COAL can now be supplied from the Deep Coals of SARAWAK GOVERNMENT MINES, at Labuan and Brookeborough, at Reduced Rates. Large stock always on hand. Apply SARAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan. [339]

LABUAN COAL.
NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS Co., Ltd., who are prepared to supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch. Telegrams: "Labor Labuan".
BRADLEY & Co., Agents.
Hongkong, 12th August, 1909. [1064]

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO., HONGKONG.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DEVANHA	Noon, 4th Sept.	See Special of Call.
LONDON and ANTWERP	SUMATRA	About 9th Sept.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, Port SAID and MARSEILLES			
SHANGHAI, MOJI, KOBE	CEYLON	About 10th Sept.	Freight and Passage.
and YOKOHAMA			

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th August, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STREAMERS	TO SAIL
ROHOW and HAPPHONG	"SINGAN"	On 3rd Sept, 9 A.M.
AMOI, SHANGHAI and CHINGKIANG	"SZECHUEN"	On 4th Sept, 4 P.M.
SHANGHAI	"CHENAN"	On 5th Sept, D'light
MANILA	"TAMING"	On 7th Sept, 4 P.M.
WEIHAIWEI and TIENTSIN	"KUBICHOV"	On 8th Sept, 4 P.M.
LOILO	"KAIFONG"	On 8th Sept, 4 P.M.
SHANGHAI	"ANHUI"	On 9th Sept, 4 P.M.
SHANGHAI	"LINAN"	On 12th Sept, D'light
MANILA	"TEAN"	On 14th Sept, 5 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOL TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 23rd Sept, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 56.

For Freight or Passage apply to—

Hongkong, 3rd September, 1909.

BUTTERFIELD & SWIRE,
AGENTS.

11

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STREAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	23rd September.
COPENHAGEN and BALTIC PORTS	"CATHAY"	About end of Sept.

For Further Particulars apply to

Hongkong, 28th August, 1909.

MELOHERS & CO.,
AGENTS.

6

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STREAMERS	FOR	LEAVING.
"HAICHING"	SWATOW, AMOI and FOOCHOW.	FRIDAY, 3rd Sept, at 2 P.M.
"HAIDUK"	SWATOW	SUNDAY, 5th Sept, at Noon.
"HAITAN"	AMOY and FOOCHOW.	WED'DAY, 8th Sept, at Noon.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 3rd September, 1909.

1579

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STREAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 3rd Sept, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 4th Sept, 2 P.M.
SANDAKAN	"MAUSANG"	Saturday, 4th Sept, 3 P.M.
SHANGHAI VIA SWATOW	"KWONGSANG"	Sunday, 5th Sept, D'light
MANILA	"YUENSANG"	Friday, 10th Sept, 4 P.M.
SINGAPORE, SAMARANG & SOERABAYA	"ONSANG"	Tuesday, 14th Sept, 2 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOWI	"NAMSANG"	Friday, 17th Sept, Noon.
SINGAPORE, SAMARANG & SOERABAYA	"HINSANG"	Sunday, 19th Sept, D'light

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KITSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Ukanan, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to

Hongkong, 3rd September, 1909.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

16

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU AND SALINA CRUZ (MEXICO).

S.S. HONGKONG MARU	6000 tons gross	Sail Oct. 26th, at Noon.
S.S. MANSU MARU	5000 "	Dec. 10th, at Noon.
S.S. AMERICA MARU	6000 "	Febr. 5th, 1910, at Noon.

For particulars apply to

K. MATSUDA, Manager,
TOYO KISEN KAISHA, Yok Building.

Hongkong, 2nd September, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION.	STREAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	INABA MARU, Capt. R. Takeda.	6,500	WED'DAY, 15th Sept, at Daylight.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	HITACHI MARU, Capt. N. Mathison.	7,000	WED'DAY, 29th Sept, at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHIMANO MARU, Capt. K. Kawara.	7,080	TUESDAY, 14th Sept, at 4 P.M.
KOBE and YOKOHAMA	"TANGO MARU, Capt. S. Ishikawa.	8,000	TUESDAY, 28th Sept, at 4 P.M.
SHANGHAI, MOJI and KOBE	NIKKO MARU, Capt. M. Yagi.	6,000	FRIDAY, 3rd Sept, at Noon.
KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winkler.	6,000	FRIDAY, 1st Oct, at Noon.
SHANGHAI, MOJI and KOBE	HAKATA MARU, Capt. J. Dring.	6,500	FRIDAY, 3rd Sept, at 4 P.M.
KOBE and YOKOHAMA	YETOROFU MARU, Capt. K. Soyeda.	4,500	WED'DAY, 8th September.
NAGASAKI, KOBE and YOKOHAMA	KITANO MARU, Capt. F. E. Cope.	9,000	FRIDAY, 24th Sept, at 5 P.M.
	YAWATA MARU, Capt. T. Sekine.	5,000	WED'DAY, 29th Sept, at Noon.

† Fitted with New System of Wireless Telegraphy.

† Cargo only.

* Omitting Keelung and Shimidzu.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

ATSUTA MARU - (Capt. Wm. THOMPSON) - About Wed. 22nd Sept.

MIYASAKI MARU (Capt. T. MURAI) - About Wed. 20th Oct.

KITANO MARU - (Capt. F. E. COPE) - About Wed. 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 1st September, 1909.

T. KUSUMOTO,
MANAGER.

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CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.



STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
BUBI	2340	E. W. Almond	Manila	On 4th Sept, 3 P.M.
ZAFIRO	2540	R. Rodger	Manila	On 11th Sept, Noon.

For Freight or Passage apply to

Hongkong, 25th August, 1909.

SHEWAN, TOMES & Co.,
General Managers.

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HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMeward.

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. NICOMEDIA	12th Sept.
S.S. LIBERIA	15th Sept.
S.S. BELGRAVIA	27th Sept.
S.S. SILEBIA	19th Oct.

Further Particulars, apply to—

Hongkong, 31st August, 1909.

FOR HAYRE, ROTTERDAM & HAMBURG:	
S.S. SAXONIA	3rd Sept.
FOR ROTTERDAM & HAMBURG:	
S.S. DORTMUND	7th Sept.
FOR ROTTERDAM & HAMBURG:	
S.S. SPEZIA	23rd Sept.
FOR HAYRE, BREMEN & HAMBURG:	
S.S. C. FERD. LAEISZ	29th Sept.
FOR MARSEILLES, ANTWERP & HAMBURG:	
S.S. AMERICA	17th Oct.
FOR NEW YORK:	
S.S. ABAGONIA	21st Sept.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VŒUX ROAD,
HONGKONG.

Japan Office:

14, WATER STREET
YOKOHAMA.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJIMAHU	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJILIWONG	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJIKINI	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJIPANAS.	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
TJIBODAS	JAVA	First half of Oct.	JAPAN	First half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.

Hongkong, 24th August, 1909.

Telephone No. 375.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY.AND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STREAMERS	TONS (Gross reg.)	LEAVES
TACOMA VIA KEELUNG	"TACOMA MARU"		SATURDAY, 25th
SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKOHAMA	Capt. H. Yamamoto, 6,178 "FITZPATRICK" Capt. E. R. Hutchinson, 4,416		Sept. at Noon SATURDAY, 23rd Oct. at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE
Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

TAMSUI VIA SWATOW, "DAIJIN MARU" SUNDAY, 5th Sept, at 10 A.M.
Capt. Y. KUDURAKI & AMOI

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Foochow will be made during the months of August and September.

Full Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "HUIJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, &c., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STREAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
ARCADIA 7000	February 5	MANTUA 11000	March 5	March 11
ASSAYE 7500	February 19	CHINA 8000	March 19	March 25
DELTA 8000	March 5	MAIWA 11000	April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer calling at BOMBAY)	April 16	April 22
DEVANHA 8000	April 2	MONGOLIA 10500	April 30	May 6
ASSAYE 8000	April 16	MARMORA 10500	May 14	May 20
DELTA 7500	April 30	MOREA 11000	May 28	June 3
DELHI 8000	May 14	MOOLTAN 10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in

Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd £48.8

£ 72.12

In addition to the above Mail Steamers the following:—

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STREAMERS	Leave HONGKONG	Due LONDON
• SYRIA	Tonnage about 5600	January 26
• SUMATRA	5600	February 9
• NYANZA	5700	February

